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HINTS FOR
RESIDENTS AND TRAVELLERS IN PERSIA.

HINTS FOR RESIDENTS AND TRAVELLERS IN PERSIA

BY

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Physician to His Majesty's Legation at Tehran

With Map showing principal Main Routes



London

JOHN BALE, SONS & DANIELSSON, LTD.

OXFORD HOUSE

83-91, GREAT TITCHFIELD STREET, OXFORD STREET, W.

1914

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PREFACE.

MUCH of this small book is the result of a series of notes made during a residence of some years in Persia. In finally putting them together I have tried to answer some of the multitudinous questions with which visitors to this country are plied when they reach home, and to give information which experience shows will be of practical use to both intending and actual residents and travellers. Little is known outside Persia of the rather special conditions of life which obtain there, and it is not easy for everyone to obtain the necessary information. No excuse, therefore, is made for publishing these "Hints"; it is believed that they will meet a distinct want.

Special attention is asked for the section on outfit, for, once in Persia, it takes time to make up deficiencies. Also for that on the care of the health; not because Persia is an unhealthy country—on the contrary, a great part of it has a fine climate—but because new-comers very often arrive in absolute ignorance of the elementary precautions which should be taken when living in the East. No originality is claimed for the whole of this section or for that on the treatment and prevention of disease. They are the result of the accumulated experience of many workers in hot countries—Manson, Ross, Simpson, Rogers, and others.

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My best thanks are due to all who have helped me with advice and information, and particularly to those who have supplied me with material for the chapter on main routes. In order to make this section more complete a rough skeleton map has been added, which may

be found helpful if used in conjunction with one of the regular maps.

Every effort has been made to give as accurate information as possible. Conditions, however, in Persia are constantly changing, and will continue to change; due allowance must therefore be made for these facts. The greatest of all changes that can be made in a country has already been begun, namely, the introduction of railways.

My remarks are not meant to be exhaustive and many of them are general in character. I shall be glad if important omissions or mistakes be brought to my notice.

I am much indebted to Mr. B. Messervy for kindly reading through the proofs, as well as for many valuable suggestions.

Tehran, 1914.

A. R. N.

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NOTA BENE!

In the following pages reference will be found made more than once to the disturbed state of the main roads in different parts of Persia. It is pleasant to be able to say now that a marked improvement in this respect has for some time been noticeable. This fact is due to the energy and good work of the Swedish Army Officers who have been engaged by the Persian Government to train a force of gendarmerie. This force is still further to be increased, so that the prospects of general security being restored are bright. For the present it is still necessary to accept the advice of the authorities before arranging to travel in certain districts.

A. R. N.

HINTS FOR RESIDENTS AND TRAVELLERS IN PERSIA.

CHAPTER I.

THE INHABITANTS, PHYSICAL FEATURES AND CLIMATE OF PERSIA.

Population—Races—Townspople and tribes—Languages—Religion—Non-Mohammedan population—Industries and exports—National characteristics—The four geographical divisions of Persia—The mountainous part of the great central plateau—Altitude—Mountains—Plains—Rivers—Vegetation—Seasons—Rainfall—Temperatures—Dust—A fine climate—Few tropical diseases—Life insurance.

INHABITANTS.

PERSIA (Iran) has an area of 630,000 square miles. Estimates as to the size of the population are founded on no scientific basis and vary considerably. Ten millions is the usual number given, but whatever the exact figure may be, it is certain that Persia is very sparsely populated. It must be remembered, however, that a great part of the country is desert, where it is difficult to support life.

The name Persian (Irani) includes a number of different races. Besides the original Aryan stock there are Tartar, Arab and Mongol elements. The true Aryan Persian is best represented in the south, west and north-west (the settled inhabitants of Fars, the Lurs, the Bakhtiariis—a branch of the Lurs—and the Kurds). Turkish or Tartar tribes predominate in the north and north-west (the Kajars—the Royal tribe—and the Turkomans in Khorassan; the Shahsavends and Afshars in Azerbaijan); the Kash-

gais of Fars and Laristan in the south are of the same origin ; they all speak, not Persian, but a dialect of Turkish called Turki, except the Turkomans, who have a dialect of their own. In the south, centre, and north-east there are Arab tribes. The Hazaras and Timuris of north-east Khorassan are of Mongol origin. The Baluch tribes of Persian Baluchistan and Seistan are of mixed origin, but probably the Aryan type prevails. The geographical distribution of the different races was, as a matter of fact, further complicated by Shah Abbas, who transplanted colonies of certain tribes to districts far from their homes, for defensive purposes ; thus there are many Kurds in Khorassan and there are Shahsavends in the Tehran district. Speaking generally, the type of the town-dweller is Persian, and he talks Persian (Farsi), except in Azerbaijan, where Turki is spoken. The tribes people talk dialects of Persian, Turki, corrupt Arabic and so on. Many of them are nomads (2,000,000 it is said), some living entirely in tents, others during the winter in houses, and migrating with their flocks to and from their summer grazing-grounds. Again speaking generally, the Turkish type prevails throughout the north, the Persian type in the south. Apart from the difference in language, the former may be known by being more dour, slow-witted and fanatical than the latter, but at the same time more solid.

The Persians are Mohammedans. The followers of the Prophet are split up into two chief sects, the Shiah, to which the Persians belong ; and the Sunni, represented by the Turks. The Baluch tribes are, however, Sunnis, and so are some of the Kurds on the Turkish frontier.

Besides the Mohammedan inhabitants there are 9,000 Parsis (Gabrs), the original inhabitants of Persia ; 45,000 Armenians ; 25,000 Nestorians and 25,000 Jews. Further, it is impossible to be long in the country without hearing of the new belief, whose first followers were called Babis and who are now known as Bahais. It has made considerable progress, and must be reckoned a serious competitor with Islam. All these various creeds live

nowadays in very fair amity ; there is everywhere a great deal of toleration shown except on the Turkish frontier, where the Kurds and Nestorians are generally at daggers drawn.

The greater part of the population is occupied in agricultural and allied pursuits. The principal exports of Persia are : Wheat, barley, dried fruits, rice, opium, tragacanth, silk, wool, cotton, lambskins, hides, sheeps' intestines, tobacco, carpets, turquoises, and pearls from the Persian Gulf.

In so brief a sketch of the inhabitants of Persia as this, anything like an attempt at a detailed analysis of their national characteristics is to be deprecated ; the more so as in such matters everyone should form an opinion for himself. Many Europeans, however, are prone to judge by what they see of the official classes and of servants (the only Persians, perhaps, with whom they come into contact) ; it is only fair to point out that this is not reasonable. To the credit then of the Persian may it be submitted that he is intelligent, hospitable and courteous ; that he has a keen sense of humour and is devoted to children, flowers and sport ; that he knows his country's poetry and history to a remarkable extent. The country people are industrious, hardy, frugal and, for the most part, peaceably inclined. From our point of view, the Persian's love of work is not manifest, and his business methods are leisurely and devious to the point of vexation (what else can be expected in a country where time is of no account, and one hundred miles a day is express travelling?). The Persian has the faults of Eastern nations and of his creed. Corruption is rife ; truth is a matter of convenience, but there are striking exceptions ; take, for instance, the honesty of the *charwardar* (muleteer), and *hammal* (porter) classes. It is only fair, however, to remember that in questions of morals, as in other matters, the point of view accounts for much. Many of the Persian's bad points are the result of a system and of much misgovernment. Revolution, civil war, mal-administration, epidemic disease—these have too often caused

the cup of Persia's troubles to overflow. But it must be owned that, as far as foreigners are concerned, though considered lawful prey as everywhere else in the world, in no other eastern country have they been treated so uniformly well as in Persia. And this holds in spite of recent unfortunate incidents.

PHYSICAL FEATURES.

For purposes of description Persia may be divided up into a great elevated plateau, and two narrow strips of land which separate the plateau from the Caspian Sea in the north, and from the Persian Gulf in the south. Further, the plateau itself may be divided up into a mountainous part and a desert part. Each of these regions has its characteristic physical features and climate. They are briefly as follows :—

(1) The strip between the plateau and the Caspian Sea is from twenty to sixty miles wide. It includes the shores of the sea and the northern slopes of the Elburz, the great chain of mountains which extends across Persia from north-west to north-east. The rainfall is very high, there are many rivers, and, near the sea, marshes and swamps. It has luxuriant semi-tropical forests and vegetation. The temperatures are moderate, the climate damp and relaxing.

(2) The strip between the plateau and the Persian Gulf averages forty miles in width. It has a low rainfall and few rivers that do not dry up in summer. The wells are generally brackish. Vegetation is almost absent. The hot season combines great heat with a high degree of humidity. The winter is mild.

(3) The mountainous plateau accounts for the whole of the western half of Persia, with a narrow prolongation north of, and a wider prolongation south of, the desert region. The general level is 3,000 to 6,000 ft. above the sea, and from this numerous high mountain ranges start. The rainfall is low. There are few rivers and vegetation

is scanty. Extremes of temperature are experienced, the summer is hot, the winter cold. The climate is dry and stimulating.

(4) The desert part of the plateau occupies the centre and south-east of Persia. It averages 2,000 to 3,000 ft. above the sea, with occasional depressions and hills. It is a waste of salt and sand with rare oases. The rainfall is very low, the water generally brackish. Vegetation is very scanty. The climate is like that of the mountainous plateau in that it presents extremes of temperature, but the heat is greater and the cold less severe.

From the point of view of the majority of Europeans who visit Persia, the mountainous plateau presents the greatest interest, for most of the principal towns are on it. Its general features and climate will therefore be described a little more fully. As to the other divisions, a short note on the principal town in each will be found in Chapter VI.

Persia lies roughly between latitudes 40° and 26° . It therefore comes into the category of sub-tropical or hot countries. But, as far the larger part of it is a great plateau from 2,000 to 6,000 ft. above sea level, its climate is cooler than that of other countries having the same latitude but a less altitude. This is in accordance with the general rule that the climate of a locality depends on its height above the sea, as well as on its latitude.

The mountainous part of the plateau is made up of a series of mountain ranges, which stretch out like the fingers of a hand, with a general direction from north-west to south-east. They run up to 10,000 ft., 15,000 ft. and more (Mount Demavend is 19,000 ft.). Between them are valleys, narrow or wide, and also great expanses of level country, such as the plain of Tehran or of Murghab. Indeed the largest of these level stretches is the desert half of the plateau itself, which is bounded north, south and west by ranges which fade away into it.

The rainfall is low, and both lowlands and uplands are brown and dry except during the short spring, and along the few streams that do not dry up. There are few rivers,

and only one of them, the Karun, is navigable. They are supplemented by wells or by *kanaats*, underground aqueducts, which bring water from deep springs tapped near the foot of some watershed. Towns and villages, too, do something to relieve this brown monotony with their trees and crops, but they, and all agriculture, depend on artificial irrigation. Given water, anything will grow. This all sounds very dreary, but before long the attractions of wide spaces, of climate, and of majestic mountains, snow-capped in winter and displaying ever changing lights and shades, may do a little to make up for the absence of the woods, fields and all else that goes to form a landscape at home.

CLIMATE.

Since the mountainous plateau is so extensive and the levels so varied, only a general description of the climate can be given.

Roughly speaking, the winters in the north, as at Tehran (3,860 ft.) and Tabriz (4,600 ft.), are colder and last longer than in the centre and south, as at Shiraz and Yezd ; also the higher the situation the cooler the summer and the more severe the winter, as at Isfahan (5,000 ft.) and Hamadan (6,000 ft.). The seasons are the same as in England. The rainfall is low ; practically none falls between May and October, and therefore the heat is dry and much less trying than a temperature at home of, say, 15° lower, would be. On account of the elevation and inland (continental) position of the plateau the temperature changes are extreme. Thus 105° to 110° F. in the shade are commonly experienced towards the end of July or beginning of August, while from November or December to February or March, there may be hard frost and snow, and the thermometer may fall in mid-winter to zero or lower. Indeed, in view of the conformation of the plateau, a single day's march may lead from a valley where the air is hot and stifling, across a pass

where the traveller will wish for everything warm that he ever possessed. The daily variations in temperature are correspondingly great, and a drop of from 30° to 40° in the shade between midday and 2 a.m., is not uncommon. These great changes of temperature make it necessary to take precautions against chills. The spring (March, April, May) is delightful. The autumn is also pleasant, but, until rain falls, there is much dust after the prolonged drought. For intending residents the late autumn is the best season in which to arrive in the country. In summer there is in most places an evening breeze, which gives cool nights and therefore sleep, that most vital of necessities in a hot country. Many towns have a district or gardens near at hand, where it is usual to spend the hot months. Such is Shimran, between the capital and the Elburz mountains. The rains are never torrential and the bright warm sun makes the winter very agreeable.

What are really trying are the dust and glare of summer. Dust storms are not uncommon, and on a hot, still day, "dust-devils" may be seen whirling across the country. Still, the clear bright sunshine, and the exhilarating pure air, make the climate of the Persian plateau a very fine one. If July and August are hot, there is the cold winter to follow to brace up the system for the succeeding summer. The proof of the pudding is in the eating thereof, and the fact remains that in Persia there are few varieties of what are called tropical diseases. Malaria is not really serious except in the Caspian provinces. Dysentery is seldom contracted by Europeans. The same may be said of cholera in its rare visits. Persia is not a plague country, though localized epidemics occur from time to time. I have never seen a case of sun-stroke on the plateau. In fact, neither as regards its climate, its diseases, nor its geographical position, is Persia, with the exception of the shores of the Gulf, to be classed as a tropical country. All this being granted, one adverse factor must be mentioned: sanitation is everywhere lacking (though a real forward step was made three years ago

in the establishment of a public vaccination service, which has been extended to all the larger towns in the country). This state of affairs should be remembered by the European when he decries the dust, the poverty of water, and the heat of the sun. He should bear in mind that the sun is the most powerful disinfectant that we have, and that a higher rainfall would mean clouds, less sun and the moisture which bacteria need in order to flourish.

In the appendix to this book will be found meteorological statistics for most of the principal towns in Persia.

I would particularly draw the attention of proposers for life insurance to the last paragraph but one. The insurance companies, owing to ignorance of the conditions in Persia, class it as a tropical country, and as a country where, on account of internal disturbances, there is danger to life. As a matter of fact, in the opinion of all those who are best qualified to judge, neither view is correct. It would be well then for intending residents in Persia who wish to take out a policy of life insurance, to protest against "extras" being added to their premiums on the following grounds :—

(1) *Climate*.—Persia is *not* a tropical country ; for the greater part of the year the climate is temperate.

(2) *Internal Disturbances*.—Europeans do not run any risk of life worth considering. Persia differs very much from, say, China in this respect. The ordinary traveller may be robbed on the road but he is not killed.

It might be further pointed out that in a country where there are no railways as yet, and not two dozen motor cars, no overhead cranes, no "tubes," no houses that will burn, and no militant suffragettes, the ordinary risks to life are somewhat less than in certain other parts of the world.

As to the absence of sanitation, much of its terrors cease to exist for those who have been properly vaccinated, and inoculated against typhoid fever.

CHAPTER II.

EUROPEANS IN PERSIA.

European colonies—Persian houses—Water-supply—Cost of living—Food—Servants—Length of stay advisable in different parts of Persia—Children—Travelling—Sport and games—Difficulties and compensations.

THERE are said to be about 1,200 Europeans [*Farangi*] in Persia. They are scattered about in colonies in the larger towns. The only really large colony is at Tehran. Many are quite small and their members are constantly changing. The bases of a colony in any place are the local Diplomatic or Consular officials, the bank and telegraph officials, foreigners in the employ of the Persian Government, and representatives of commercial firms. In a few towns there are missionaries (English, American, or French). Life in the capital is more complicated and formal than in the provinces. There are cabs, telephones, cinematograph shows, several European shops, electric lighting and other appurtenances of civilization! In provincial towns contact with Europe is still less close than in Tehran, life is simpler and cheaper, and the individual is thrown more on his own resources. He will also see more of the real Persia. Europeans enjoy extra-territorial rights. British subjects are required to register themselves every January in the local Consulate.

Persian houses are built round one or more flagged courts with windows and doors facing inwards. A high wall surrounds the whole. There is generally more or less of a garden. The roofs are usually flat and made of mud, which has to be rolled after rain, and from which snow must be quickly removed. The flat roof is a blessing in the hot season, for one can sit there after sunset, and sleep

on it at night, and be cool. On the whole a Persian house can be made very comfortable. One should be chosen which is well away from native houses, stables, and baths. It should face south with its long axis due east and west. It should have a good verandah on the south side, and if possible a place in which to sit on the north side in hot weather. This need not be a verandah, as the roof would make the living rooms dark. If, as usually happens, all the windows and doors are on one side, extra windows should be made on the opposite side so as to obtain a through draught. The windows should run up close to the ceiling so as not to leave a large "dead air" space at the top of the room.

The floors of Persian houses are usually made of an inferior sort of cement which quickly crumbles and gives rise to dust. Two recipes for good cement flooring will be found in Chapter XII. Persian tiles also make a clean cool floor, but they chip quickly.

The arrangements for the supply of water are primitive. Europeans must not expect to find it laid on to the house with cistern, taps, &c. It may be derived on the premises from (1) a well, (2) a *kanaat*, (3) a water *ambar* or cistern, or it may be brought as required from some neighbouring source of good water (*see* p. 52).

It is impossible to give an accurate estimate of the **cost of living**, for it varies greatly in different parts of the country, and depends on the harvest, the season, and on the existence or not of disturbances in the neighbourhood. Speaking generally it is rising everywhere. The ordinary necessities of life, such as eggs, meat, fruit, are relatively cheap as compared with home prices. Everything of European origin is very expensive. Coal (both the local variety used at Tehran, and that imported into the Gulf from India) is more than double the cost of coal in England, and firewood is in many places expensive on account of the scarcity of timber. For the same reason everything made of wood is expensive. For cooking charcoal is generally used, but at Tehran kitchen stoves for coal can be made locally. Paraffin for lighting pur-

poses is also expensive. House rent varies, of course, with the town and the quarter. In Tehran a very small house of three or four rooms with cellars or store-rooms, kitchen, &c., costs in the best quarter from £35 to £45 a year. The cost of horse-keep depends on the price of fodder (barley, hay and straw) which is an ever-varying quantity. To take Tehran as an instance, it has doubled within the last few years. In an average year £6 a month ought to pay the groom's wages and keep two ponies. Summer prices are always lower than winter prices, and it is always advisable to buy stores for the winter before it begins.

Food in Persia lacks both the quality and the variety of food at home. However, one can "live on the country" very well, and it is somewhat of a mistake for Europeans not to go in more for Persian dishes than they do. They are excellent if the cook can be restrained from using too much fat, and after all they ought to be his *forte* if he has one at all.

Lamb and mutton appear with exceeding regularity. Beef is very seldom worth eating. The Persian chicken is a standing joke, but, as there is plenty of game in the country, variety need not be lacking. It is always worth while to fatten sheep and poultry (chickens, ducks and turkeys) for the table. Fish, on the plateau, is a real difficulty. As to fruit, melons, grapes, pomegranates, figs, plums, and quinces are abundant in most places on the mountainous plateau, but all the home kinds do well. The same applies to vegetables; Persians do not cultivate many varieties: potatoes, lettuce, cucumbers, beet-root, and the egg plant are the chief sorts grown. Excellent nuts, especially pistachios, grow in Persia, and dried figs and dates may be found in the *bazaars*. Mushrooms, wild asparagus, wild artichokes and rhubarb may be had in many places. As to bread, other than the native variety can be had in few towns. It is rather coarse, but can be made palatable by toasting. Further details about food will be found in Chapter VIII; more cannot be said here than that it is most important to live well in the East,

and that if the local supplies do not admit of this, it is always advisable to make up deficiencies from some other quarter.

Persian servants are always men or boys. They are excellent when travelling. In the large towns servants used to European ways can be engaged. In any case it is not difficult to get an intelligent man and train him. Cooks who have learned more or less European cooking can be found in most of the large towns. A good cook is a pearl of great price to be treasured and humoured. He must be allowed to make a certain amount of profit (*modawkhil*) on his purchases, as must indeed all native servants. This has been a custom from time immemorial, and there is no use kicking against it. The only thing to do is to keep matters within reasonable limits! Persian servants are not remarkable for their honesty, and it is not wise to test it by leaving silver articles, revolvers, field glasses and so on, about. In Persia there are not numerous religious castes as in India, so that the number of servants has not to be as great. The framework for a staff of domestics comprises : (1) A cook (*ashpaz*) ; (2) a table servant (*peeshkhedmat*) ; (3) a groom (*jiloudar*). The cook will often ask for a boy (*shagird*) ; the table servant will demand a "house-maid" (*farrash*), and the groom may ask for a *mehtar*. In a large household extra servants will be wanted, and the bigger the master (in a social sense) the more must he put up with ; for in the East show counts for much. However, as a general rule, the more servants there are the less work (total as well as individual) do they do. Wages vary with the locality and with the social standing of the master. In Tehran the average monthly wages are :—

Cook and headman	...	...	10-12 tomans—roughly,	£2.
<i>Farrash</i>	...	...	7-8	„ „ £1 5s.
Groom	...	...	8	„ „ £1 5s.
<i>Mehtar</i>	...	...	6	„ „ £1.
<i>Shagird</i>	...	...	2-3	„ „ 9s.

For children native "nurses" (*baji*), can be engaged. They are ignorant, but they can be taught a certain

amount and become very attached to their little charges. They expect 9 to 12 *tomans* a month. Europeans who can afford it should certainly bring a European nurse. She should be strong, willing and even tempered, and if she has had some experience of sick nursing it is so much the better.

It is very desirable that clothes be washed at home and not be sent to a native "laundry." A *baji* can be hired for this work at 5 *krans* a day.

Persian servants expect a summer and a winter suit of clothes, though it is not usual to give them to the cook. At *no rūz* (the Persian New Year's Day), the custom is to give them a present of from a half to one month's wages. It is not necessary to do this in the case of a man who has not been the whole or the greater part of the previous year in his master's service. This, I think, is the sum total of their exactions, but as a set off, they are supposed to provide their own food. Men who can speak European languages (generally English or French) may be found in some of the large towns. Very often they are none the better servants for their knowledge, and it pays well, and makes life much easier in the end, to learn Persian as quickly as possible. An hour or two a day will, with practice, give one a very fair working knowledge of the language in a couple of months. Servants who speak Hindustani can be engaged in the Gulf ports. When a servant who has been with a European presents himself, he should produce a character. It is well to let the headman engage his *farrash*, but the cook should have direct dealings with the master. When engaging servants, it is advisable to give preference to those who are recommended by Europeans or reliable natives, and who have a family or some stake in the place. A man should not be taken on before he is medically examined. An opium smoker should on no account be engaged.

For Europeans who have to live in Persia, the following are recommended as the **limits of their stay** in the different parts of the country : Plateau, five years ; Caspian provinces, three years ; Persian Gulf, three years. It

is nearly always false policy and false economy to exceed these figures. As to European children, neither the Caspian provinces nor the Gulf are suitable for them. On the plateau they thrive. Children who are brought up there should leave the country finally at 7 or 8 years of age, and should spend at least six months at home between their third and fourth years.

Travelling in Persia is slow and difficult, as will be seen when Chapter VII is read.

In Chapter V will be found short notes about the sports and games in which Europeans take part, and also some hints about horseflesh.

Though Persia reached a high degree of civilization when most other nations were still savage, she has made slow progress since, and is at the present day one of the most backward of states. In this latter fact lies no small charm. Nevertheless it must be owned that the European who visits this country should be prepared to put up with a good many inconveniences and annoyances, and, if he intends to travel at all extensively, to have a pretty rough time of it. In order to make the most of his stay, he will do well to arrive in that fortunate frame of mind which makes the best of things. His fund of philosophy will not seldom be taxed. He will remember that the Persian, like everyone else, has his own point of view, and that this, though perhaps utterly incomprehensible to us, is none the less real or less worthy of recognition. However, he will find himself among an intelligent and friendly people, whose customs and crafts have not changed in many instances for hundreds of years ; he will be able to observe, too, at close quarters, the changes that are taking place ; he will find an agreeable climate at one season or another in the different parts of the country ; and he will have opportunities of seeing ancient remains, and for travel and sport.

CHAPTER III.

OUTFIT.

Clothes—Hats—Boots and shoes—Trunks and packing—Toilet requisites—Mosquito net—Good health, most important of all.

THE question of clothes is not difficult to settle. All the clothes worn at home in England will be useful, not omitting thick winter suits and under-clothing. Indeed, for travelling in the winter, the very warmest clothes should be brought, and a fur coat may well be among them, though the native *pūstheen*, a coat made of sheepskin, does admirably. It is, however, very heavy. For the summer, thinner garments than those worn at home will be necessary. White suits are not recommended except for evening wear. Thin grey flannel, "mercerised" cotton or "tropical tweeds" are preferable. There is a material called "solaro," red inside, for wearing in tropical countries, but it is hardly necessary on the higher plateau or in the Caspian provinces. For underclothes, those made of silk, or of cellular material, are the best.

Headgear is an important point; some form of protection from the sun is necessary all the year round. It is essential to have a helmet, and it is as well to have a double Terai hat. The best and lightest helmet is the "Cawnpore," covered with quilted khaki, and well made by the Army and Navy Stores; it is not pretty, but, what is more important, it is effective. If it is desired to be smart, a white helmet or a grey one must be brought; the former will be useful for polo. A Panama hat will also be found useful. While on the subject of protection from the sun, it is as well to mention that tinted glasses will be needed during the hot season, when glare and dust are trying. A white umbrella is a useful thing to bring, and, for those whose backs "feel the sun" readily,

a spinal pad, made to button on the coat, is desirable for journeys.

As riding is the principal pastime in Persia, and also the only means of reaching many places, riding things form an important part of one's wardrobe. For a two years' stay, four pairs of breeches are the minimum, one thick, one khaki and two white. Jodhpore breeches are undoubtedly the coolest and most hygienic for a hot country. Ladies should bring a khaki habit, and, for riding on a mule, a "divided skirt" is desirable.

A cardigan waistcoat is a necessity for shooting expeditions in the winter. Shooting clothes should be khaki coloured.

A dust coat is absolutely necessary, especially when wearing uniform; it is well to have the back slit for riding. A very thick top coat, and a light rainproof one, will be wanted in the winter.

Sad, but true, both top hat and frock coat will be wanted at some time or other. The former stands the journey badly and must be fixed tight in its box. Evening clothes and a dinner jacket are absolutely necessary for either residents or travellers, and an abundant supply of visiting cards should be included in their social outfit.

As to footgear, leather boots and shoes should be made to fit easily. Canvas are preferable to buckskin shoes for lawn tennis, &c. In most towns goloshes or snow-shoes will be necessary in the winter.

Servants in the East go shares in their master's socks and pocket-handkerchiefs, so it is well to have a good supply, and also wool for darning.

Ladies should bring thread, tape, buttons, &c., in fact, anything and everything that is wanted for alterations and repairs. Persian washermen are very bad, and for this reason I am told that ladies should bring only the most simply made blouses, &c.

A word about trunks. They receive such a tremendous jolting and rubbing when transported in a waggon or by pack animals, that even the thickest leather trunks are often worn through. Do not therefore get new trunks, but buy wooden boxes, lined with tin, and fitted with locks and handles. The Army and Navy Stores make

them in large numbers in the export department, and of any shape or size. (For weight and size of caravan loads *see* page 24). They will stand many journeys, are impervious to water and dust if the tin is soldered down, and are very useful for storing winter clothes, &c., during the hot season. If they are screwed down for the journey out, keep a screw-driver handy for use at customs examinations. On landing, trunks should be sewn up in "gunny." To prevent clothes getting spoiled, **they should be packed as tight as it is possible to do so.** A helmet case will be necessary, and a "hold all" for rugs, &c., will be found useful on the journey.

All toilet requisites (especially soap and tooth powder) should be brought in large quantities. On the plateau the air is so dry that it leads to the use of much cold cream, hazeline cream, &c. An eye bath will be wanted at some time or other.

It is most important to bring a mosquito net. For use under all conditions, that is to say when travelling and sleeping constantly in different rooms or beds, a bell shaped net which can be suspended from a ceiling or from the branch of a tree, is satisfactory. A camp bed should be fitted with rods and netting.

It is advisable to have two watches, and those who wear spectacles should bring spare pairs.

I have left to the last the most important part of the outfit of all—namely, an abundant supply of good health. This subject will be dealt with more fully in Chapter VIII, but here, at the outset, while making his preparations, **it is essential for the intending resident or traveller in Persia (as in any other hot country) to carry out the following instructions:—**

(1) To have himself medically examined, preferably by a doctor who knows something of the country to which he is going.

(2) To be re-vaccinated.

(3) To be inoculated against typhoid fever.

(4) To have his teeth and gums put in order.

(5) To have his eyes tested.

CHAPTER IV.

STORES AND OTHER REQUIREMENTS
FOR THE HOUSE.

Furniture—List of articles required for the table, kitchen, &c.—Stores—Persian shops—Cost—List—Wine, &c.—Transport of goods—Main trade routes—Delays and risks—Stores by parcel post—Weights of cases—Cost of transport—Time in transit—Insurance—Table of trade routes, &c.—The Russian route.

IN Persia most people keep house. There are no hotels at which a European can make a prolonged stay except at Tehran.

REQUIREMENTS FOR THE HOUSE.

It may be said at once that it is wise to bring everything that is required in the house out from Europe, furniture and carpets excepted. This does not apply, of course, to an official who is replacing a colleague with a house and its contents to dispose of. The new comer should obtain exact lists of his predecessor's possessions before leaving home. Furniture is excepted, because it can either be bought second-hand, or be made on the spot. Persian carpenters can do good work if supervised. Wicker chairs, however, they cannot make, and they are well worth bringing out. It must also be added that everything is of value in Persia, and that people leaving always sell their possessions. It is therefore sometimes possible to pick up most of what is wanted in a house, in the spring and autumn, when Europeans going home generally leave.

Below is a list of some of the more important articles

required in a house, which it is advisable to bring out. Those marked with a (*) can be got in the *bazaars*, of the large towns, but will be expensive and of indifferent quality. For bachelors, however, it will, perhaps, on the whole, be better to buy them locally :—

All household linen, table cloths, blankets, pillows, towels, dusters, kitchen cloths, &c.

Everything required for the table (*china, *glass, *teapots, knives, forks, and spoons, &c.).

Spirit lamp and kettle.

*Lamps, shades, wicks, and chimney cleaners. (Part of Tehran is lighted by electricity, the current is unreliable and is cut off at midnight. There is no gas.)

Candlesticks and shades.

Flower vases.

Wire dish covers (very important).

Household scales.

Tin box for bread, cake, &c.

Tea and sugar boxes (lock-up).

Milk can (at least 1 quart), and cream can, with lids (very important).

Churn (small hand), butter pats.

Coffee percolator, roaster, and mill.

Knife board, dish papers, chamois leathers, corkscrew.

*Carpenters' tools (saw, hammer, screw-driver, pincers, awl). Selection of nails and tacks. Case opener. Tin openers.

Seccotine, string.

Brushes of all kinds.

Hooks for hanging clothes.

*Padlocks (a dozen not too many), brass locks for drawers.

White enamel paint with brushes.

"Gem" water sterilizer.

Sparklet syphons with spare parts, or a Selzogene (very important).

Iron bedstead with a good spring mattress.

*Bed-room ware (the enamelled is recommended ; the ordinary white and blue enamel can be got in the *bazaars*).

Material (preferably of light colour) for curtains and for covering chairs, &c.

Cushions.

Canvas bag for soiled linen.

*Material, with buttons, for servants' clothes for winter and summer ; for the latter, either khaki or white drill ; for the former some kind of not too expensive cloth. Most houses have at least four servants (headman, cook, *farrash*, groom) ; each suit takes on the average $4\frac{1}{4}$ yards of "double-width" material. It is not usual to give clothes to the cook. Aprons for servants.

Mosquito net.

Account books.

Kitchen utensils of native make, and sufficient for most purposes, can be bought on the spot. The pots are made of copper and have to be "tinned" at frequent intervals. Aluminium utensils are strongly recommended. In Wyvern's "*Indian Cookery Book*" (a book which every housekeeper in a hot country should have) there is an excellent chapter on kitchen equipment (Chapter II). To the list there given, a mincing machine should be added.

STORES.

It is a great advantage as well as a great economy to be able to live entirely on the country in which one finds oneself. It is easy to do this in Persia, but the ability to do so is largely a question of individuals, and of locality. While some people find life impossible without added luxuries in the shape of "tins" and bottled beer, others are quite content with what is to be found on the spot ! Probably, having investigated the local resources more thoroughly, they are able to obtain better results. As regards locality, the shops and *bazaars* of towns such as Tehran, Meshed, Tabriz, Bushire, and Mohammerah, which are near Europe or India, and have fairly large European colonies, are better supplied than those of places in the interior. All that can be said is that it is not wise to depend on the local shopkeepers for articles of foreign origin. They seldom manage to

keep up a constant supply, so that, while Hamadan may be well stocked with Cambridge sausages and bloater paste, Shiraz may have nothing but jam and boot polish, and Yezd may be entirely cleared out ! One kind of shop may, however, in every town be depended on, though its wares hardly come under the head of household stores. That is the chemist's. The ordinary remedies such as quinine, phenacetin, castor oil, Epsom salts, opium, boric acid, zinc sulphate, carbolic acid, can always be obtained. However, wherever the reader finds himself, there are sure to be some things of European manufacture which he will want but cannot obtain, or which are so expensive, or are of such poor quality, that he prefers to do without them if possible. This question of cost and quality is an important one. The shops which sell European goods, those in the large centres included, are indifferent and expensive. Prices range from 50 to 200 per cent. more than in Europe. This is due to the great expense of transport, heavy duty charges, risks on the road, and the greed of the shopkeepers. It may therefore be laid down as a general rule, that it is cheaper and better in every way to get all European goods sent out than to buy them locally. This applies even to residents who do not enjoy the customs franchise, and therefore much more forcibly to members of the diplomatic and consular services.

Below will be found suggestions as to what sort of stores will be required, but, before going further, a plea in favour of making the best of the local resources and supplies must be entered. There are a number of excellent Persian dishes, and also vegetables and herbs, which it is a pity that Europeans do not use more. On the other hand, a protest must be made against the use of a lot of preserved edibles. The bad housekeeper is generally known by the quantity of "tins" which he or she uses. They are, of course, beloved by native cooks, some of whom have become obsessed with the idea that no *plat* is complete without truffles or mushrooms ! Apart from the question of expense, preserved food is seldom

the equal of fresh food. An additional objection is that the said tins are generally pretty ancient by the time they arrive, and that a debauch of tinned lobster or salmon that has weathered the Red Sea and the "Gulf," and has been many days on the road in Persia, may lead to unfortunate results. However, variety of diet is always important, and in parts of Persia there are seasons when it may be necessary to fall back on preserved foods, &c. This applies more particularly to vegetables; they are obtained in Eastern Persia with difficulty, and in other places may be scarce in winter.

Now as to the **stores** themselves. The following need not be brought to Persia by anyone: sugar, flour, rice, lamp oil. To this list some would add tea, coffee, salt, candles. Most people would agree about the salt, but not about the other three; still all can be obtained in every town or large village.

The stores which it is advisable to order, with the above reservations, will be found in any export list. Their nature will depend on the individual, but it is suggested that they should include the following: Preserved vegetables, bacon and ham (in the winter), baking powder, boot polish, oatmeal, cheese, insect powder, jams (strawberry, raspberry, gooseberry, and currant; other kinds can be made locally), marmalade, knives for opening tins, knife polish, plate powder, salad oil, sardines, soup squares, washing soda, soap and other toilet requisites, naphthaline balls, macaroni, sanitas disinfecting powder, concentrated vinegar, Worcestershire sauce, yeast, gelatine.

Wine.—The native wine is seldom drunk by Europeans. All European wines are expensive and of poor quality. If wine is required it is advisable to have it sent out. Some people find the light Caucasian wines satisfactory. Inquiry should be made about them at Baku.

Whisky.—The best way to have whisky sent out is in a cask, enclosed in a strong wooden box or a second barrel. It would no doubt be economical to have certain sorts of wine sent out in the same way, thus avoiding

loss by breakage or theft, but there would be the trouble of bottling.

Tobacco.—Many Europeans smoke the native cigarettes ; they are cheap and made from pure tobacco. The best cigarette tobacco comes from Resht. Cigars should be obtained in Europe or India. Pipe tobacco of English manufacture may be got in a few of the larger towns.

In case of sickness it is convenient to have " Horlick's Malted Milk," " Glaxo," or one of the other dried milk preparations ; also " Brand's Essence of Meat," or " Bovinine," arrowroot, and rennin tablets.

TRANSPORT OF GOODS.

Theoretically there are two routes by which goods may be sent from Europe to Persia, just as there are two routes for travellers, the northern via Russia, and the southern via India or the Persian Gulf. As regards goods, however, there is in practice only one route, namely, the southern, except for members of the Diplomatic and Consular Services. The explanation of this is that *there is no such thing as transit in bond for goods (not even for worn personal effects) through Russia*, except in the case of tea ; and to have to pay Russian duty as well as Persian duty puts the northern route out of the question for most people. This is most unfortunate, for, at any rate as regards Northern and Central Persia, transport by the northern route is much quicker and safer than by the southern. Indeed, as regards the latter, so high are the transport rates and so great the risks and delays, that residents and shopkeepers in the north and centre frequently have all kinds of articles sent out by parcel post via Russia. They have then to pay Persian duty only, for there is no Russian duty on parcels. In this way they obtain what they want relatively quickly, with certainty, and at a cost not greater if as great. Even wine is frequently ordered in this way, two bottles being packed in one parcel.)

Weight of Loads.—The weights must depend on

the kind of transport animals available on the route by which the goods are to travel.

The maximum weight of a load for a camel is 600 lb.

"	"	"	"	"	"	mule	"	400	"
"	"	"	"	"	"	donkey	"	250	"

A load is split up into two equal parts, therefore *packages must not exceed half a load in weight.*

(1) On the Bushire and Ahwaz-Isfahan roads, mules and donkeys are chiefly used. For rapid transit the weight of packages should not exceed 170 lb., nor their dimensions 3 ft. to 4 ft. by 2 ft. by 2 ft.

(2) On the Kerman-Bunder Abbas roads, camels and donkeys are used.

(3) On the Nushki-Seistan route only camels are used.

(4) On the Bagdad-Kermanshah and Trebizond-Tabriz routes, all three kinds of caravan animals are in use.

Cases should be very strongly made, and for perishable articles should be lined with zinc or tin.

The **cost of transport** from London to destination runs up to 50 per cent. of the value of the goods; the transport rates have been steadily increasing.

The time taken by goods to reach a Persian Gulf port from London, is on the average six weeks. From the port to a destination in the interior, it is impossible to give any exact time. To Tehran, for instance, they may take from two to twelve months or more. All depends on the state of the country, the number of transport animals available, &c., &c. As a general rule, too, caravans travel more slowly in summer than in winter, but, on the other hand, a route may be blocked by snow for days or weeks at a time in the cold season.

Goods should be sent on a through bill of lading to an agent at the port to which they are consigned, who will arrange for forwarding them to their destination. All documents should be sent to him. Goods should be insured as far as their destination. Agents do not effect insurance unless instructed to do so.

Opposite is a **table** showing the principal towns in Persia, with the corresponding ports and trade routes,

Destination	Port	Agents	Remarks	Transit in weeks
Tehran ...	(1) Mohammerah	Lynch, Bros.	Via Ahwaz and Isfahan	12—16
	(2) Bushire ...	H. C. Dixon and Co.	Via Shiraz and Isfahan. Both routes may be closed by snow in January and February	12—16
Isfahan ...	Do. ...	Do. ...	Do. ...	6—12
Yezd...	(1) Bunder Abbas	Gray, Paul and Co.	—	7—9
	(2) Bushire ...	H. C. Dixon and Co.	—	6—8
Shiraz ...	Bushire ...	H. C. Dixon and Co.	—	2—4
Kerman ...	Bunder Abbas	Gray, Paul and Co.	—	3—5
Kermanshah	Basra ...	Lynch, Bros.	Via Bagdad and Khanikin. Turkish duty 1 per cent. Customs at Kermanshah	8
Hamadan ...	Do. ...	Do. ..	Do. ...	10
Kazvin ...	(1) Do. ...	—	Via Bagdad and Kermanshah	12
	(2) Mohammerah	—	Via Ahwaz and Isfahan	10—14
Tabriz ...	(1) Trebizond ...	O. Marimian	Via Erzeroum. Turkish duty 1 per cent.	8—10
	(2) Mohammerah	Lynch, Bros.	Via Ahwaz and Isfahan	16—20
Seistan (Nas-ratabad)	Karachi ...	The Imperial Bank of Persia (at Nasratabad)	Via Quetta and Nushki ¹	8
Meshed ...	Do. ...	Do. ...	Via Quetta, Nushki ¹ and Seistan	12

¹ Goods sent by the Nushki route are liable to only one-eighth of the ordinary transport rates on the Indian railways.

and the names of agents. Where two routes are mentioned, that which comes first is the one more usually taken. Should one be closed for any reason, the other may be used. The time in transit given in each case, is *the minimum which would obtain under the most favourable conditions and is at present being largely exceeded*. No mention is made of the Russian route (*q.v. infra*) for the reasons given above. It would obviously be the shortest for goods intended for a destination in Northern Persia (*see* p. 170). For further information the *Tableau Général* published annually by the Persian Customs Administration should be consulted.

The Russian Route.—Only members of the Diplomatic and Consular Services are able to obtain exemption from paying duty on goods sent through Russia ; what follows therefore interests them principally.

Goods ordered in England for Tehran are shipped to Batum ; from there they are forwarded by rail to Baku, shipped again to Enzeli, and sent on by waggon or caravan. The time taken in transit from London is about four months. The cost of transport is about 50 per cent. of the value of the goods. There is no limit to the size or weight of cases. They should be very strongly made and tin-lined for perishable goods. They should be insured through to Tehran.

In order to obtain the privilege of transit in bond through Russia, the following instructions must be carefully carried out by members of the staff of H.M. Legation at Tehran :—

(1) A letter must be written about six weeks before the cases leave England, to the Chancery of H.M. Embassy at St. Petersburg, asking that a Customs permit may be obtained, and giving in a general way the nature of the consignment, and the route by which it is to be sent. Firearms and cartridges (*see* p. 173), wine and provisions, must be particularly mentioned.

(2) H.M. Consul at Batum should be informed that such and such firm is about to ship a consignment to Batum, addressed to H.M. Minister at Tehran, and that

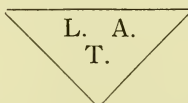
a Customs permit has been applied for at St. Petersburg. He should be asked to forward it to Enzeli only, and to send the bills of lading to the Vice-Consulate at Resht.

(3) The firm must be instructed to inform the Chancery at St. Petersburg at the earliest possible date, of the general character of the consignment, of the name of the ship by which it is to be sent, and of the probable date of arrival at Batum. The application for customs facilities cannot be made at St. Petersburg until this is done. The same information must be sent to H.M. Consul at Batum, and also the bills of lading.

(4) The cases must be addressed to :—

The British Minister,
TEHRAN, Persia,
c/o British Consul,
BATUM.

This mark should
be put in a pro-
minent place



be put in a pro-
on each case.

CHAPTER V.

HORSES, SPORT, AND GAMES.

Importance of exercise—Hobbies—Breeds of horses—Feed—Shoes—Prices—Riding—Saddlery &c. required—Carriages—Stables—Shooting—Big game—Outfit—Restrictions—Small game—Fishing—Polo—Cricket—Lawn tennis—Badminton—Hockey—Football—Winter sports.

THIS section of my notes deals with the important question of exercise, which is nowhere more necessary than in Persia. Indeed I would say to anyone who does not care for outdoor life and amusement, "Don't go to Persia," and this for two reasons. Firstly, because it is difficult to keep fit there without taking exercise, and secondly, because there are so few social and intellectual distractions, that the man (or woman) who cares for these to the exclusion of more active amusements, will have rather a dull time ; and, to get bored in Persia, is to be bored indeed ! The people who ride, shoot, play lawn tennis and polo, are in my experience the healthiest and the happiest. This must be so in a country where there are so few resources, and where everyone is thrown back more or less on himself. In this connection, hobbies are well worth cultivating. "Collecting" is perhaps the most attractive : certainly the most expensive ! Photography is the most popular, and does not require any special remarks, except to mention that extra rapid or orthochromatic plates deteriorate quickly. Natural history and botany deserve more followers than they have. There is great scope for amateur gardeners, and it is well worth while to bring out a few seeds and bulbs. Artists will find tints and contrasts such as they have

never dreamed of, unless they have visited the East before.

HORSES.

Practically all the horses in Persia are country bred, with the exception of a certain number of Arabs, Turkomans and Karadaghis. There is also a large admixture of Arab blood in many of the breeds. Several districts produce breeds or varieties of breed of their own, but from the point of view of the European who wants a mount, the Turkoman horses, and the country bred ponies with more or less Arab blood in them (the more the better), are the only important ones. The Turkoman comes from Khorassan or from Trans-Caspia. He is an ungainly looking brute, with high withers, a ewe neck, and something of the thoroughbred about him. He stands 15.1 to 15.3, rarely 16 hands. He has not much barrel or bone, and looks as if he had little bottom, but he has considerable endurance, and his long stride takes him along faster than he would appear to be going. The sort of pony which a European generally purchases stands 14 to 14.2 hands. He is found at his best in Southern Persia. He should have a small head and ears, good barrel and bone, and a short back. Bone is not his strong point, but it is important to have it as well as nicely sloped pasterns, for the "going" in Persia is exceedingly rough and stony. This class of animal is very sure footed, and, taking him all round, more generally useful than the Turkoman. He can be turned into a useful polo pony and may go well in harness.

Horse feed in Persia consists of barley, hay and chopped straw. It is the custom in the spring to put horses on grass for a month or more. The usual allowance for a pony in ordinary work (hacking) is barley 1 *mān* ($6\frac{1}{2}$ lb.), hay $\frac{1}{2}$ *mān*, and straw 2 *māns* per diem.

Persian **shoes** are flat plates with a small hole in the middle. Contrary to what one would expect they do not often lead to hoof trouble, on account of the dryness of the climate. If a little attention is given to them and to

the floor of the stall, they do very well and are better than English shoes where the going is very rough, as it is in most parts of Persia. They pick up stones, however, more easily than English shoes, and the stones are harder to get rid of. English shoes can be got in most large towns. When a horse "goes tender" Persians sometimes put felt between the hoof and the shoe. Such an animal should be refused.

Prices are soaring steadily upwards, but, even so, horseflesh is not very costly. A year or two ago £15 would have bought a good pony at Tehran, now the price has risen to £25. Much more may be given, but among Europeans 150 *tomans* (£30) is considered an outside price. Good Turkoman horses cost more. Of course no one ever gives, nor does the seller expect to be paid, the first price asked for a horse any more than for anything else in Persia.

Riding is the chief pastime in Persia, and is the only means of reaching many places in the country. Everyone, who can, keeps two or more animals, since it is customary, and often necessary, to ride with a groom. For this reason saddlery, &c., for two horses should be brought out from England. As to the saddle itself, there is nothing particular to be said except that it should be well padded, so as to leave a good air channel along the horse's spine; also that the arch (gullet plate) should be narrow and well set back. An ordinary light hunting saddle will be found useful for all purposes. If it is intended to make journeys, it is well to have a roomy saddle with plenty of "D's." Some people bring out polo saddles, others racing saddles for the meeting held at Gulahek, near Tehran, in September. The following is a list of the saddlery, &c. with which it is well to be provided:—

2 saddles, with spare stirrup leathers and girths, and saddle cloths.

2 martingales (one should be a standing martingale).

2 bridles; bits should be cob size, at least one snaffle should be brought, and for all round usefulness a half-moon Pelham is hard to beat.

1 watering bridle.	Hoof picks.
2 halters (4 better).	Stable rubbers, sponges, and leathers.
Saddle bags, 1 set.	Saddle soap (one tin of Propert's lasts a month for two saddles).
Kneecaps.	Whips and spurs.
Bandages.	Strong riding-breeches and puttees for groom.
2 nose bags.	
Brushes (" body " and " dandy ").	
Currycombs.	

As to horse clothing, opinions are somewhat divided. The majority of people say that the native clothing is quite good enough, and is cheaper than English clothing. The latter of course looks much better.

Carriages are extensively used in the towns of Tehran, Tabriz, Meshed and Isfahan only. A light but strong two-horse victoria with rubber tyres is the usual vehicle. Most of them are imported from Russia. A few American buggies are in use ; they stand the rough roads well, and have the great advantage of being light. Anything like a high dogcart is not to be recommended, if it is desired to avoid spills. Dogcarts are in use at Bushire. Harness should be brought from home, and the American type, with a breastplate instead of a collar, has much in its favour. Whips and carriage rugs should also be brought. For carriage work, Karadaghi horses are by far the best. They come from either side of the Caucasian frontier, and are very hardy and gluttons for work.

Persian grooms block up every ventilation hole in the **stable** in cold weather, and as this is exceedingly bad for the horses (apart from the groom) it is a thing to be looked out for. The floor of the stable should be dug up once a year. It is a simple matter to convert a Persian stable into a series of loose boxes by means of a few posts and boards. Persian mangers are always too high from the ground and the stables are generally too dark.

The horse is so important an animal in Persia, both for use and amusement, that it will pay well to learn something of his common diseases and injuries, before leaving home.

SPORT.

Good shooting can be had in most parts of Persia and fishing in some, but the Elburz mountains and the Caspian provinces show the greatest variety of sport. It is always necessary to go into camp and to have a pretty rough time.

Shooting.—The following is a list of the **larger kinds of game** met with in Persia, with the districts in which they live.

Wild sheep and goat (*Capra agagrus*, the Persian ibex) are found in many of the mountain ranges. Of the sheep—*Ovis gmelini* inhabits the southern slopes of the Elburz and Western and Central Persia. *Ovis vignei* may be shot in Eastern Persia, and *Ovis vignei arkal* in the Bujnurd region. In Mazanderan and Khorassan, on the northern slopes of the Elburz, are found stag (*Cervus maral*), the Persian tiger and bear. A shooting trip in Khorassan is only possible for people with a knowledge of the country and a considerable escort. Bear may also be met with in other ranges such as the Shuturan Kuh. The fallow deer is found in South-western Persia. In the Caspian provinces the roebuck (*Capra capreolus*) is common. Panthers inhabit the mountains in many districts.

Gazelle (*G. subgutturosa*) are plentiful in the upland plains of Persia. In Seistan *G. seistanica* and Kennion's gazelle (*G. fuscifrons*) are found; in Southern Persia Bennett's gazelle.

As to rifles,¹ all that can be said is that for sheep and goat, it is hard to beat the Mannlicher-Schœnauer carbine (calibre .256). It is short, light, and not easily damaged, important considerations where the going is difficult. The rifle should have a sling, a canvas or leather cover, and a foresight protector. Cartridges should be soft nosed. A "Paradox" gun would, no doubt, be found useful in the forests of Mazanderan. For stalking there will also be required a telescope (large aperture), or field

¹ See p. 173 for note on firearms and ammunition.

glasses (x8) or better, both ; also a hunting knife and a haversack for food ; a water-bottle and a length of rope. Expeditions in the mountains, on account of the altitude and rough nature of the ground, are strenuous entertainments. For foot wear there is nothing to beat the native shoe (*giveh*). It has a cord upper and a sole made of compressed rags strung on raw-hide thongs. It is light, gives a good grip on rocks, and is noiseless. If desired a leather upper can be stitched to it, so as to turn it into a boot. In any case a strip of leather one inch in width, should be sewn all round to keep out thorns. A long thick stick and tinted glasses for snow, will complete the outfit.

Shikarchis of more or less *zarangi* (cunning), may be picked up locally in any game district.

In the neighbourhood of Tehran a show at preserving the mountain game is made. Permits to shoot have to be obtained from the Minister of the Court. The close season lasts from *no rūz* (March 21) to the end of June. It is only fair that Europeans should assist the Persian authorities by obeying these regulations, and it is earnestly requested that they do so. Persians themselves are not particular about the close season, but an example in this respect, set by Europeans, does not fail to have a good effect. It is unfortunately necessary to have to add that to shoot females is nothing short of a crime, and must be avoided at all costs. Put on the very lowest grounds, the shooting of females means less sport in the future.

The best season for sheep and goat is from November to March. There is then plenty of snow on the higher ranges and the game is low down.

In order to round off the list of the larger wild fauna of Persia, it may be mentioned that the wild ass inhabits the Dasht-i-Kavir. Pig are common in many places but not, as far as I know, in ground where they can be ridden. Wolves, jackals, the fox, porcupines, badgers, otters and hyænas complete the list. The Persian lion is said to be extinct ; his home used to be in Fars.

As to **small game**, the red-legged partridge is the

common partridge found in Persia ; it abounds in all the mountain ranges ; the grey partridge is occasionally shot in Northern Persia ; the Indian grey partridge is found in Southern Persia (Schindler). The black partridge is common in the south. The sand partridge (*tehoo*) is to be found in the plains and among the foot hills of the different ranges. The royal partridge (snow cock) lives in some ranges, always at a high altitude, that is to say at or above 10,000 ft.

There are snipe, duck, and teal in the marshes, and geese in a few places (notably the Hamun in Seistan). Woodcock and hares may be shot in the gardens and vineyards, bustard, sand-grouse and plover in the desert, quail in the cornfields. In the forests of Mazanderan pheasant and woodcock abound. There is nothing in particular to be said about guns, except that as there is more to get out of order in an ejector than in a non-ejector gun, the latter is preferable. A khaki cover for the barrels is useful when shooting duck. As to cartridges, "fours" and "eights" are the most useful. If anyone in the Tehran district fires off a thousand in a year he is extraordinarily lucky. It is well to have a cartridge extractor, a gun cover, and a couple of game carriers. A lock-up cartridge magazine is worth bringing, for the Persian is a keen sportsman.

Anyone who is interested in falconry has a chance of indulging in it in Persia.

Fishing.—There is excellent fly-fishing in the mountains a day and a half's journey from Tehran. It is at its best from the middle of July to the middle of August. An ordinary light trout rod, with a spare top, is sufficient. As to flies, Persian trout seem to like rather large and gaudy varieties, and a very light coloured fly, almost white, will catch a great many fish at sunset, when they often rise most greedily. The following flies have been found useful, and can be obtained at the Army and Navy Stores as "Best Artificial Sea Trout Flies" : Grey Drake, No. 10 ; Greenwell's Glory, 9 ; Butcher, 9 ; Zulu, 9 ; Teal and Red, 9 ; Coachman, 6 ; Bird of Paradise. There is also good fishing at Kermanshah.

GAMES.

Polo.—Although Persia is the home of polo, it has long ceased to be a Persian game and is nowadays played by Europeans only. By them it is played somewhat spasmodically, for most colonies are small, and much depends on the inclinations of their members. The game has, however, been played regularly for a number of years at Tehran, Meshed, Seistan (Nasratabad) and Isfahan. The season in most places lasts from October to May. Intending players should bring their own sticks. A helmet is absolutely necessary, and it is as well to have pony boots.

Cricket.—Cricket was revived at Tehran in the summer of 1911. I believe that heavy bats, with plenty of "wood" in them, are the best for this dry climate. The game is also played at Bushire.

Lawn tennis.—Lawn tennis can be played for most of the year. The courts are made of sun-dried mud and straw mixed, and give a very good fast game. It is well to bring two rackets and a few dozen balls; Slazenger's are found to be the best. India-rubber soled shoes very often give trouble in Persia, on account of the sole coming off. If a shoe with a cord sole can be got in England it would last longer, though, for the matter of that, the native *giveh* is excellent. Some spare gut for restringing rackets will be found useful.

Badminton.—There are several courts at Tehran.

Hockey and Association Football.—Both these games are played at Tehran.

Winter Sports.—As I write (January, 1911), the thermometer is only a few degrees above zero, and there is a foot or more of snow lying. This is an exceptional winter, but, on the chance of others like it in the future, it would be worth while for those who are keen on tobogganing and skating to come prepared. (In January, 1913, there was skating at Tehran on a *yakhchal*).

CHAPTER VI.

NOTES ON BUSHIRE, MOHAMMERAH, SEISTAN (NASRATABAD) AND RESHT.

So far, these notes will be found, I believe, to apply fairly closely to most places on the mountainous part of the Persian plateau.

The four towns named above are not on the mountainous plateau, and are so different from places that are, and from each other, as far as climate goes, that a few lines about each may be useful. The climate of Bushire is typical of the shores of the Persian Gulf ; that of Mohammerah is similar, but altered somewhat by its situation on a river. The climate of Seistan is typical of the desert half of the plateau, and that of Resht of the Caspian provinces. The information given has been obtained from former residents.

It must always be remembered that few of the Englishmen who come out to Persia stay all their time in one place.

BUSHIRE.

The climate of the Persian Gulf is well known to be one of the most trying in the world, but nevertheless, most of the people whom I have met who have lived at Bushire, speak of their stay with pleasure, and seem none the worse for it. At any rate, the climate is not seriously unhealthy.

The hot season lasts from May to October, and as the heat is damp, and there is little wind to bring relief, it is trying. Prickly heat is common. The winter and spring are pleasant and fires may be necessary. Summer kit should be bought in India, not at home. A large supply of underclothing will be required. For the winter the ordinary clothes worn at home should be brought out.

One or two mechanical fans will be necessary in the hot season ; the Jost fans are recommended. They can be bought at Bombay. Stores, &c., can be obtained quickly from India. The water at Bushire is brackish. Drinking water has to be obtained from Mohammerah or from steamers. For this water barrels will be required. They can be bought at Bombay. Six will be necessary for a household.

As to sport, gazelle can be shot near at hand, but a journey of forty miles has to be made to find wild sheep and goat. There is no small game shooting. There are golf links, and in this Bushire differs, I believe, from all other towns in Persia, except Meshed and Kerman. Lawn tennis and cricket are also played.

MOHAMMERAH.

This town near the head of the Persian Gulf, at the junction of the Shat'l Arab and Karun Rivers, is becoming so important a place that a short note on it may be useful.

The climate is similar to, but hotter than that of Bushire. The seasons are the same, but the winter is milder. A mosquito net will be found necessary. The snipe shooting is among the best in the world. I do not know what games are played, but lawn tennis is certain to be one of them. Otherwise what has been said about Bushire applies fairly closely to Mohammerah.

SEISTAN.

Seistan, capital Nasratabad, is a province in South-east Persia on the Afghan and Baluchistan frontiers. The climate is very dry and hot like that of the rest of the Dasht-i-Lut, the great desert which forms so large a part of South-eastern Persia. A temperature of 120° in the shade is not unusual, but it is tempered by a high wind which blows for four months. The winter is not severe, except when a blizzard is blowing, and then the thermometer may drop to within a few degrees of zero. As far as I can make out, blizzards are fairly common,

and necessitate the very warmest of clothes. The hot weather lasts from May to September, and the coldest months are December and January. Dark-tinted spectacles are very necessary. All stores, &c., should be got from India. Grapes, melons, and corn are the only edibles that grow, so that it is necessary to lay in a stock of vegetables and fruit, tinned and dried. Potatoes can be got, but only from Birjand and Quetta.¹ Since green vegetables and fruit are obtained with difficulty in this district, travellers should have with them lime juice and preserved vegetables.

There is excellent shooting—wild geese, duck, and snipe. The former take No. 1 shot. Big game can be shot two days' journey from Nasratabad (gazelle, wild sheep and goat). Lawn tennis, stické, squash rackets, and polo are played.

Letters should be addressed :—

Seistan (Persia),
via Bombay and Quetta.

They take twenty-four days from London. If they are sent via Baku, Askabad, and Meshed, they take about three days less, but the post by this route is not as safe or as regular as by the southern route.

RESHT.

Resht is the capital of Ghilan. This province with Mazanderan, forms a long, narrow strip along the southern shores of the Caspian, and the northern slopes of the Elburz chain. The climate is very variable. It is very damp, the rainfall is very high, and though May, June and July are generally dry, heavy rain may fall during these months. The heat is a damp heat and therefore trying. There is rather a sudden drop in the temperature at sunset. The winter is much like a mild English winter ; the coldest weather is experienced between December

¹ Since my informant left Seistan progress has been made, and potatoes, peas, spinach, tomatoes, and the egg-plant are now grown at Nasratabad.

and March. Resht has one great advantage over the plateau, in that there is little dust.

For summer, thin suits and underclothing, and for winter the ordinary clothes worn at home, will be required, and, of course, waterproofs (light) and goloshes. It is most important to air clothes and linen thoroughly before use.

The shops are bad, and it is therefore advisable to get stores from Europe. Resht cooks are said to be the worst in Persia, and so it is well to have a cook sent from Tehran, or, if going to Resht from somewhere else in the country, to take one there.

The shooting is very good, especially duck, snipe and pheasant. Big game can be shot two days' journey from Resht (wild sheep and goat, bear, stag, roebuck). There is a lawn tennis court, and a Badminton court. The riding is very poor.

CHAPTER VII.

TRAVELLING IN PERSIA.

Carriage—Caravan—Post-waggon—*Chappar*—Accommodation
—Equipment—Supplies—Children and journeys in Persia—
Clothes—Servants—Money—Season—Guards—Firearms.

IF a light line from Tehran to the shrine of Shah Abdul Azim, six miles away, be excluded, it may be said that there are no railways in Persia. Add to this the facts that the country extends for 700 miles from north to south, and for 900 miles from east to west, and that there are few made roads, and some idea of the difficulties of travel, at any rate of rapid travel, will be had. Still no one is in a hurry in Persia, or should be, and there are many worse things, and, some think, few better, than a journey there at the right season of the year. However, he who wishes to travel in Persia must be prepared to rough it and to put up with not a few discomforts.

METHODS OF TRAVELLING.

These are (1) by carriage, (2) by caravan, (3) by post-waggon.

(1) **Carriage.**—This is either a landau or a coupé with four horses, a victoria for two or three passengers, or a diligence for eight passengers.

Europeans nearly always travel in a landau. This will accommodate four passengers, but more than two is uncomfortable. A servant can travel on the box.

On certain routes there is a regular carriage service with relays of horses at the different stages.¹ On other routes a carriage may be driven with more or less success, but there are no relays of horses, and the same team has

¹ These roads are called "post roads" for the post waggons travel over them, and the post has first call on the horses.

to be taken right through. Where there are relays of horses it is possible to travel day and night without stopping, except to change teams. On a short journey, such as that from Resht to Tehran, most people do this. If preferred, however, it is always possible to stop at night, and of course this must be done when the same horses are being used for the whole journey. The average rate at which a carriage travels, including stops to change horses, is four miles an hour.

Luggage.—A good deal of luggage can be taken in the carriage, but it is well not to try the springs too much. There is always a fixed free allowance above which excess has to be paid. If necessary a *fourgon* (waggon) may be hired for the luggage. It should keep up with the carriage, and indeed be kept in front of it, in case anything goes wrong. It is well, however, to do without a *fourgon* if possible, for the sake of economy as well as for increased speed. Luggage may then be sent to its destination by post-waggon or by caravan ; this will be cheaper, but will take much longer in the case of the caravan.

Persian drivers are not good, but accidents, at any rate to Europeans, are decidedly rare. A good driver (and after a few hours in a road carriage the word "good" will only mean "fast"!) is to be known by the fact that he constantly whistles or talks to his horses. A lazy driver may be stimulated by threats or, better, by promises of an enhanced tip, for at each stage the driver must be paid at least two *krans*. Travellers who care to pay more will travel more quickly.

The horses are usually miserable creatures and never look up to their work. However, they get through it somehow, and when the stage is reached, go jingling back to their stable at a trot. The weedy little rats are better pullers in my experience than the heavier and bigger animals. Drivers are always wanting to change horses with a carriage coming the opposite way ; on the whole, I think the traveller generally scores by the change, though of course no one would swap in the first few miles of a stage. At each stage, the *naib* should be made to

telephone to the next stage to have horses fed and ready. On arriving at a stage where there are no horses ready, the traveller must wait four hours while the same horses are being fed and rested.

As to the carriage itself, the traveller should go himself and choose it, if choice be open to him. The least uncomfortable is a large landau which can be opened or closed at will, but during the wet season it is more important that it should shut, and that, not partly, but completely. Then the doors should be tested, and the windows examined. That all should be found in order is too much to expect, and it is generally necessary to be content with a compromise. The road people are generally careful to see that the springs and wheels are in order. Having chosen the vehicle, its number should be taken and remembered in order to avoid possible disappointment later. On some roads, when the hire has been paid, a way-bill (*taskarreh*) is given to the traveller. It has to be signed by each *naib*. Having fixed the hour for the start, the carriage should be ordered to come to the house at least two hours beforehand; it may then possibly appear in time. On the Resht-Tehran and Kazvin-Hamadan roads, a fine of one *toman* is levied for every hour that the carriage is kept waiting after one hour from the time for which it is ordered.

In order to travel as comfortably as possible the following points should be attended to :—

(1) The carriage should be large enough to allow the traveller to lie at full length.

(2) There should not be more than two passengers (a servant can travel on the box).

(3) The carriage should be arranged as follows : The well between the two seats should be filled with a trunk, or small baggage, to the level of the seats, or else be bridged with boards. A mattress, or a pile of rugs and cushions (a couple of the native *lahafs*—padded quilts—do very well) should be spread out over all, so that the traveller lies more or less at full length throughout the journey.

In addition to rugs and cushions (one should be an air cushion), it is well to have a candle lamp, a waterproof ground-sheet, and some rope.

(2) **Caravan.**—The traveller rides his own horse, a pack horse (*yabū*), or a mule or donkey. If he buys a horse for the journey, he should choose a quick walker with sound legs and back. He can generally sell it without loss on reaching his destination, especially if it is a large centre. He should have his own saddle and saddlebags. Ladies and children sometimes travel in a *takht-i-rawan*, a kind of palanquin slung between two mules (not to be recommended for bad sailors), or, more often, in *kajavehs*, a pair of large awning-covered panniers, slung across the animal. Baggage, &c., is carried by mules or donkeys, or sometimes by camels. Most people think a caravan journey preferable to a long carriage journey. It is of course much slower, but, on the other hand, it is much less expensive. While a carriage and relays of horses can do 100 miles a day, a caravan will cover only 25 or 30 miles. The pace is regulated by that of the baggage animals. Much, of course, depends on the nature of the road, the quality of the animals, the idiosyncrasies of the *charwardar* (muleteer), and so on.

The cost of a caravan journey has to be arranged on the spot, and it is well to get the help of the local Consul, or other resident European, in drawing up the contract. The cost varies on different roads, and with the price of fodder, the rank of the traveller, &c., &c., and of course with the number of animals required. A fixed sum per mule, donkey, or camel, is generally asked for the journey. An advance is usually demanded. The contract should state whether a "present" (*inām*) is to be given or not at the end of the journey. This will save trouble. The traveller, if satisfied, can always give two or three *tomans* to the head *charwardar*. When engaging mules or donkeys, those with sore backs, and lame animals, should be refused.

The first stage of a caravan journey is always a very short one, to enable the company to settle down, and to

permit things which have been forgotten to be brought up from the starting place.

The weights of the loads which the different kinds of caravan animals will carry are roughly as follows:—Camel, 500-700 lb. ; mule, 280-400 lb. ; donkey, 150-200 lb. If, however, it is desired to march quickly, it is advisable not to exceed the lower figures by much. One overladen animal will keep the whole caravan back. Half a load is slung on each side of the animal. Camels travel more slowly than either mules or donkeys, but their loads get less knocking about, for they kneel down to unload. In the case of mules and donkeys, the rope is untied at the stopping place, and the load falls to the ground.

(3) **Post-waggon.**—A large waggon drawn by four horses. It travels day and night. The passengers lie on their luggage. It is a cheap and rapid means of doing a journey, but is seldom used by Europeans ; it should not be attempted without settled weather, a small number of passengers, a straw mattress, a *pūstheen* and warm boots.

Chappar.—One other method of travel must be just mentioned, that is *chappar*, or riding post. It used to be the chief way of travelling in Persia, but is now not in use on any road except that between Tabriz and Zanzan. The traveller and his servant ride, they are accompanied by a post-boy, and baggage is carried by pack horses. The horses are changed frequently, and 100 miles may be covered in the twenty-four hours. The traveller should have his own saddle and saddle-bags.

Accommodation.—There are no hotels in Persia except at Tehran, Resht and Enzeli, and they are nothing to boast of. In other towns where there are European residents, the traveller must decide for himself whether he can avail himself of their hospitality or not. That of the local Consul, while always most generous, must not be assumed as a right.

When on a journey the accommodation varies with the road. On the Resht-Tehran and Kazvin-Hamadan roads there are regular furnished rest-houses. On other roads there are only public *caravanserais*, some possible, some

impossible. Often the traveller has to be content with the ubiquitous tea-house (*chai khaneh*). On the Tehran-Bushire road the Indo-European Telegraph Department have rest-rooms, which, by its courtesy, Europeans are allowed to use, after obtaining permission from the Chief of the Section in question. These rooms are intended for one person, or two at a pinch. They contain a bedstead, table, and chairs, and there is a telegraph servant in attendance. On yet other roads, as, for instance, those between Bunder-Abbas and Kerman, there are no *caravanserais*, and tents have to be taken. In most villages the inhabitants will give up a room or rooms to travellers. There is no doubt, however, that, when travelling caravan it is much more comfortable to have tents, but of course they mean more loads and more expense. A *voyage de luxe* is secured by having two sets of tents and camp equipment. One camp is then always kept ahead and found ready pitched at the end of the day's march.

Equipment for the Road.—The ideal travelling kit is as light and compact as is compatible with strength and comfort. However good the accommodation, it is essential for the traveller to have his own bedding. The equipment for a journey (the Resht-Tehran and Kazvin-Hamadan roads, which will be referred to later, excepted) should include :—

Camp bed, chair and table. There is nothing better than the "X" camp furniture ; a "roorkee" chair might be added. The bed should be fitted with a mosquito net. Cork mattresses are a snare ; they are cold in winter, and in summer it is cooler to sleep on the canvas of the bed. In cold weather it is just as important to have warm things under you as on you, so it is advisable to sleep on a woollen blanket or rug. A Wolseley sleeping bag is most useful. Bath : the best is made of Willesden canvas, square, with a short wooden upright in each corner. Rubber perishes quickly in Persia. Washstand : A wooden collapsible tripod holding an enamelled iron basin is best. Luncheon basket, with some extra enamelled ware, *i.e.*, plates, cups and saucers, egg cups

and a teapot. Bucket and rope. Waterproof ground-sheet, camp looking-glass and soap-box. Water-bottle. Cooking utensils: the native cook can always get his own copper pots, but an aluminium set is lighter and more compact. A *samavar* for boiling water can be bought locally.

For lighting purposes candle lamps (*laleh*) can be bought locally. It is well to have a box made to hold two, and lined with felt. A storm lantern, or else a native *fanoos*, will also be required. When travelling with mules, mule trunks would be useful in the winter, or in wet districts like Gilan or Mazanderan. Otherwise it is hard to beat the native *mafrash*, a huge hold-all made of carpet.

Tents.—The following will be the necessary minimum:—

(1) Either a “miniature Swiss-cottage tent” or a “field officer’s Cabuli tent.” The first is big enough for two people. Either makes one mule load. Both are “double fly” tents.

(2) A lavatory tent (a box-seat may be taken if there is room).

(3) A *pal* tent for servants, “single fly.” None of these tents can be obtained locally, but a Persian made tent can be bought instead of the *pal* tent.

Some native *geleems* or Indian *durras* will be necessary for the ground inside the tent. They will also be useful for packing things in. Tent pole hooks are useful.

Tents should not be pitched too near native houses, and the neighbourhood of marshy ground should be avoided.

A good pocket knife with corkscrew and tin-opener; a hammer and some nails, needles and thread. Last, but not least, a few drugs (*see* p. 71), and some tins of insect powder. As a matter of fact, this last is not likely to be wanted, for, contrary to the general idea, Persia is singularly free from objectionable insects.

Finally, it may be useful for travellers to know, that they will generally have no difficulty in disposing of their camp equipment, on leaving the country.

Supplies.—The character and amount of the supplies obtainable on the road in Persia, vary of course with the

locality ; abundant in the towns and large villages, they may be non-existent in small out-lying places. The following may be obtained almost everywhere : Milk (morning and evening only), eggs, chickens, cheese, native bread and melons (in summer) also tea, sugar, and firewood. Rice, mutton and lamb may be got in many places, but it is generally necessary to buy the whole animal, not by the way a very expensive purchase. Water can be had on most of the main routes in fair abundance, but it is brackish in some parts of the country. **Water must never be drunk without preliminary boiling.** Tea is the national drink and can be got at most stopping places. The traveller should see that the water used to make it is boiling, and that the glass and spoon are washed in boiling water. He will do better to have his own cup and spoon.

It is most important to feed as well as possible when roughing it, and the traveller will be well advised to have a store of the following : Tea, sugar, tablets of compressed soup, jam, tinned butter,¹ chocolate, tinned fruit and vegetables, sardines, rice, flour, and a dried milk preparation such as "Glaxo," a bottle of brandy or whisky. Bread should be bought at each large stopping-place. There are two or three kinds of native bread, baked hard like a biscuit, which are quite good to eat, and which will keep for weeks. The *charwardar* will look after the fodder for the animals and will know where fuel can be obtained.

Children.—Children usually stand journeys in Persia well. On a carriage journey it is advisable to stop at rest houses at night. For an infant a shallow basket which can be lifted in and out of the carriage will be found useful. On a caravan journey the child will travel in front of its nurse or a servant, on a mule or donkey, or in a *kajaveh*. Care should be taken that there is a free

¹ Instead of carrying tinned butter, fresh butter can be made wherever it is possible to do so, salted, and put into a stoppered jar covered with felt. This should be dipped in cold water occasionally, and kept protected from the sun. Cooking butter can be melted and run into bottles.

circulation of air through the *kajaveh* in hot weather. It is well to have a piece of mosquito netting to keep off flies. The child should be protected from the direct rays of the sun. The question of milk can be solved by getting the child accustomed to one of the milk foods before starting, such as "Glaxo" or Horlick's Malted Milk. If condensed milk is chosen, a bottle should be brought into which to put it after opening a tin. Bottles of sterilized milk are excellent, but they take up a good deal of room, and must be protected from the sun. A basket containing a spirit lamp and kettle will be found very useful for preparing food quickly.

Clothes.—Hints as to the clothes required in Persia will be found in Chapter III. On a caravan journey a Norfolk jacket with many and large pockets, breeches, and putties, or Jodhpore breeches, make the best kit. It must be remembered that most roads cross somewhere or other a high mountain pass, and that it is therefore always necessary to have some warm clothes and extra blankets at hand, however hot it may be in the plains or valleys. The native *pustheen* (a coat made of sheepskin) is a splendid garment in cold weather. It can be had either long or short. In the Caspian provinces heavy rain may be expected and must be prepared for accordingly. If it is intended to pay visits to Persians of rank, a frock coat will be necessary. A helmet can be worn with it. Dress clothes are absolutely necessary in any place where there is a European colony.

Servants.—It is always advisable to have a Persian-speaking travelling servant. One can be picked up anywhere, but he must be a *real* travelling servant—that is to say, a man who has done journeys before and is used to the road. It is another matter with cooks. In the south they can be got with difficulty. In the largest towns of the north and centre it is easier to find cooks, and at Tehran it is quite easy. Persians can be excellent camp cooks. Most Persian travelling servants can do a certain amount of cooking, that is to say, roast a chicken or boil some rice. Wages are higher in the north than

in the south. An ordinary travelling servant should not get more than eight *tomans* a month.¹ In addition he will have to be given *jirreh*, or daily food allowance; this should not exceed two *krans* per day. If a servant be dismissed at a distance from the starting point of the journey he must be given a fixed sum for his return journey by post waggon or caravan, and all his wages and *jirreh* to the estimated day of arrival. All this must be settled in black and white before starting. It is sometimes possible to pick up a servant who wishes to stay where the journey ends (a Shirazi, say, at Tehran, wishing to return to his home). The expense of his return journey may then be saved. On a caravan journey servants ride on a mule or donkey with a light load.

Servants who can speak European languages (English and French in the north, English in the centre and south) may be found in the bigger centres, but it is always a chance. They of course expect bigger pay, and are generally less trustworthy than their less accomplished brothers. Men who speak Hindustani may be engaged in the Gulf ports. An interpreter can be got in any large town; he will expect from 30 to 40 *tomans* a month while on the road.

Money.—The Imperial Bank of Persia (London Office, 25, Abchurch Lane, E.C.) is the State bank, and has branches in all the large towns. The best way for the traveller to provide himself with money during a journey in Persia is to obtain a letter of credit from his own bank, or he may buy circular notes from Messrs. Cook and Sons. He can also, if he likes, transfer a sum of money to the Imperial Bank.

The branches of the Bank are open from 9.30 to 12, and from 1.30 to 4, on every day except Friday and Sunday, Christmas and Boxing Days, and certain Persian holidays

¹ Latterly much higher wages have been asked and paid, especially on roads where there is a likelihood of meeting robbers. The higher, too, the traveller is in the social scale, the more he will have to pay. It is impossible to give an idea of the average wage.

(see p. 185). Out of these hours it is not possible to obtain money at the Bank.

Persian currency is in silver coins and notes (see Chapter XII). When travelling it is essential to have enough money for the expenses of the journey in *silver* (two *kran*, and the new one *kran* pieces), for notes will not be accepted in many of the smaller places.

Season.—The two hottest months are July and August. The best times for travelling are the spring (March, April, May), and the autumn (October, November, December). The spring is the more pleasant season: the days are warm, the nights cool, there is plenty of water, and vegetation is at its best. Late frosts, snow, and floods may, however, be met with. In autumn everything is burnt up and the dust is very trying, but each day the weather gets cooler, while in the spring it day by day becomes hotter. If obliged to travel in the hot season, especially in the south and east, it is advisable to rest during the day and travel at night, or, at any rate, to get the day's march over before the sun becomes hot.

Guards.—It is a common thing for road guards to attach themselves to travellers, even though there is no reason to fear trouble with highwaymen. If their services are accepted they should be given two or three *kran*s per man when they leave. In the case of roads known to be insecure, it is sometimes necessary to obtain guards from the local Governor or Khan. When there is a Consul on the spot, the matter is best arranged through him. At stopping places the inhabitants will generally offer to guard a caravan at night. It is always well to accept the offer, but two guards will be enough, and two *kran*s each enough to pay them.

Firearms are not necessary on any journey in Persia, but it is just as well to have a revolver. Worn in a prominent position, in disturbed parts of the country, it has a good effect; it is rarely or never advisable to use it. It should never be left lying about. A good hunting crop should, however, always be carried.

CHAPTER VIII.

THE CARE OF THE HEALTH.

Importance in the East of individual attention to questions of hygiene—Precautions to be taken before leaving Europe—Water—Milk, butter and cream—Food—The house—Personal.

IT is impossible to go fully into questions of hygiene and yet keep this booklet within the modest limits which are desired. What follows has been written only to emphasize the oft-forgotten fact that in the East—that is to say, in countries where there are special climatic conditions, where there are no water or food inspectors, no sanitation to speak of, and where servants' ideas of cleanliness are elementary—Europeans should not live "just as they do at home." As a general rule, they do not suffer so much from the climate as from carelessness. In order to keep fit and avoid sickness each individual must himself pay attention to various questions of hygiene which, in Europe, are, for the most part, attended to by experts. For details, one of the numerous popular books on the care of the health in hot countries should be consulted.

Though the climate of the Persian plateau is a healthy one, there and throughout Persia sanitary conditions are bad. As a consequence, both typhoid fever and small-pox are very common. **Everyone should be re-vaccinated, and inoculated against typhoid fever, before leaving home.** The teeth and gums should be put in order, for they are very liable to give trouble in a hot country. The eyes should be examined, for they will be tried by glare and dust. A good digestion, and fondness for outdoor life and amusements, are highly desirable qualifications ; they will make life all

the more pleasant in a country where food and cooking are not of the best, and social and intellectual distractions are limited. The tableland, on account of its altitude and dust, is not a suitable place for anyone who has heart or lung weakness. Indeed, not only health but robust health is a *desideratum* for those intending to travel in a country where the only means of communication are by carriage or caravan, over roads which frequently cross high mountain passes, and are often nothing more than mule tracks. People who have suffered severely from malaria should not go to the provinces of Mazanderan or Ghilan.

The following brief advice will indicate what are the most important questions to which Europeans in Persia must give attention.

WATER.

Sources of Supply.—Water from a cistern (*ab ambar*) should not be drunk ; the *ambar* should be filled at night. A *kanaat* should have the mouths of its holes closed, and the ideal arrangement is that the water should not run above ground until the compound is entered. The water skins (*rawia*) used for carrying water are most objectionable ; they cannot be kept clean, nor can they be disinfected. Metal vessels should be used instead (*see* p. 179). A well should be lined with cement for a distance of 6 ft. from the top : there should be a masonry ridge round the mouth and the ground should slope away from this. A pump should be used where possible ; if a rope and bucket have to be used the bucket should never be removed. A shelter should be built over the mouth of the well and the door kept locked.

Drinking water must always be boiled ; it should then be left to cool in a clean covered vessel. The native earthen vessels, if used, should be boiled occasionally, or changed for new ones.

Water for the teeth should also be boiled.

Ice must never be put *into* drinks. Ices and *sharbets* should never be taken in native houses.

Soda Water.—It is strongly recommended that

“Sparklet” machines or selzogenes be used instead of the syphons sold by natives.

Turbid water can be cleared by adding alum to it (6 grains to the gallon stirring, and allowing it to stand for an hour or so.

Filters cannot replace boiling as a routine measure. The Pasteur-Chamberland and the Berkefeld filters are efficient, but require more care and attention than are usually given to them, that is to say, washing and boiling of the fragile porcelain candles once a week. It is sometimes necessary to use them to clear water of suspended material, *but the water should afterwards be boiled.*

Boiling kills all microbes in water, is simple, and the means are always at hand. Those who strongly object to the flat taste of boiled water, can use a “Gem water still,” which partly re-aerates the water, or they can shake the water in a partly filled bottle.

Remember (1) that any food or vessel which comes into contact with contaminated water becomes itself contaminated ; (2) that the microbes of the three great tropical diseases, typhoid fever, dysentery and cholera, are nearly always carried by water. Hence the importance of the above simple precautions.

MILK, BUTTER AND CREAM.

Bazaar milk, butter and cream, are of such poor quality, and are so often dirty, that it is wise to use as little of them as possible.

Cows.—For households that require a good deal of milk, the obvious remedy would seem to be to keep a cow, but it is only worth while doing so if some European is prepared to take the trouble to see that she is properly looked after and properly milked. In Tehran, as a matter of fact, there are one or two cowkeepers who supply very fair milk ; it is not so necessary, therefore, to keep a cow, especially if the milk is required for infants, since herd milk generally suits them best. A servant with a covered can should be sent night and morning to fetch the milk. If a cow is to be kept the

help of a veterinary surgeon in choosing one should be obtained if possible. The following points should be attended to :—

(1) Fodder.—The basis of a cow's dietary in Persia is a mash of chopped straw and bran mixed. As much green food as possible should also be given ; when fresh grass cannot be got, the leaves of vegetables and beetroot may be used. Two kinds of seed are also given, namely, *khular*—a kind of pea, and *kunjid*, rape seed, after the oil has been expressed. When expense is no object barley meal is well worth giving.

(2) Milking.—This should always be supervised. It should be done in a place where there is no dust. Before beginning, the milker should wipe the udder, teats and belly of the cow with a clean damp cloth, and should wash his hands with soap and water.

A good cow should give at least four *māns* of milk a day. She should be exercised occasionally. She will generally not give her milk until her calf has started matters.

Milk must always be boiled for at least five minutes ; then, if not to be used at once, it must be put in a cool place in a covered vessel.

Butter.—Bazaar butter is open to the same dangers as unboiled bazaar milk. Butter should be made from cream, which has first been heated, with constant stirring, over a slow fire, to a point just short of boiling, for ten minutes. The butter will keep better if thoroughly washed with cold boiled water, and if a little salt is added. It should always be kept under boiled water.

Cream from the bazaar is more likely to carry disease than either milk or butter. If used at all, it should be heated as directed above, and the same precautions taken as for milk.

FOOD.

Good food, properly prepared, is above all things necessary in a hot country.

Butcher's meat must be well cooked ; it must not be eaten underdone. Less meat should be eaten during

the hot season than at other times of the year. Its place may be taken by fish, eggs, cheese, macaroni, fruit, &c. Luncheon should always be a light meal in summer.

Fruit and vegetables have nearly always been soiled by dirty hands, irrigation water or dust, and if eaten without proper precautions may cause worms, diarrhœa, or more serious intestinal diseases such as typhoid fever.

Fruit.—Avoid all but perfectly sound fruit. Fruit which cannot be peeled must be washed in boiled water. Digestive disturbances are common among new-comers in their first summer ; they are advised to eat little fruit until they have settled down. The part of a melon near the skin is particularly indigestible.

Vegetables.—All uncooked vegetables, such as lettuce, should be plunged in boiling water and then well washed in several changes of boiled water. Special care should be exercised about salads ; as a rule they are best avoided ; if eaten plenty of vinegar should be taken with them for it has a very decided germicidal power.

Bread.—European bread can be obtained in but few towns. The native “flap-jacks” (*nan-i-sangek*) should be toasted ; some people find this bread exceedingly indigestible ; the *nan-i-chai* or *nan-i-roghan* as it is also called, may suit better. It is excellent for journeys as it keeps.

Tinned and preserved food should be used as little as possible.

Alcohol.—It is difficult to dogmatize, but it is certain, that in hot countries, alcohol—if drunk at all—is best taken well diluted and after sunset.

THE HOUSE.

Most Persian houses are raised well off the ground which is a good thing. The windows and doors should be so placed that it is possible to get a thorough draught when they are open. Unfortunately, few Persian houses are built on this plan, but it is often easy to have the necessary extra windows made.

Servants, and especially the cook, should be supervised. Eastern servants can seldom be trusted in matters of cleanliness, no matter how long they have been living with Europeans. The servants' quarters should be inspected from time to time. They ought to be made as comfortable as possible, and be properly ventilated. Articles of toilet such as basins, soap and towels, should be supplied and servants encouraged to use them as well as tooth- and nail-brushes. Before engaging a new servant, he should be medically examined.

The head of the house should make an *inspection* of all his premises from time to time, the more unexpectedly the better; he should not only look *at* things but *into* things, especially into the ice box, safe and all cupboards.

The Kitchen.—Every kitchen should have a meat-safe, an ice-box, meat-chopping and pastry boards, plenty of cloths and soap: also, for protecting food from flies and dust, wire gauze dish covers¹ or pieces of muslin; these last should be frequently washed and boiled. The kitchen table should be scrubbed, scraped and put in the sun once a week.

Copper vessels must be tinned at least once a month; it is well to *see* that this is done.

Butter, not *rogħan*, should be used in the kitchen. *Rogħan* is either melted mutton fat or clarified butter made from sheep's or cow's milk. It has a characteristic taste and smell, which once experienced cannot be forgotten. Persians use it largely in their cooking. It gives Europeans indigestion.

House-flies carry the infection of several diseases (diarrhœa, typhoid, dysentery, cholera, &c.). They live on filth, stable sweepings, &c., and their eggs are hatched there. Every effort should be made (1) to prevent accumulation of filth and rubbish, (2) to prevent flies entering the house and kitchen and gaining access to food. Household or other refuse should therefore not be

¹ For protecting food on the table from flies, the plaited covers made in Persia will be found most useful.

allowed to collect near the house, but should be put in a covered receptacle (a naphtha tin with a lid does very well) and removed daily to be buried or burned. If flies still invade the kitchen, it should be fitted with wire mosquito netting for windows and doors, but the first thing to do is to remove possible breeding-places.

The **native closet** should be so constructed that its contents pass at once out of the reach of flies. It should therefore be at least five *zaro* (about 16 ft.) in depth ; the opening should be directly over the pit and so there will be no need for a slope ; there should be a ventilation pipe ; a lid on hinges, and lined with tin or zinc, should be fitted to the opening. Some paraffin or other disinfectant should be poured down once a week. If in a room, there should be good-sized ventilation holes near the ceiling.

Mosquito Prevention.—Mosquitos occur in most parts of Persia. Certain kinds can cause malaria by their bites. Their eggs are laid and develop in stagnant or very slowly flowing water. In this country the tanks and water cisterns, of which every house has one or more, are their great breeding-places. Water must not be allowed to collect in holes, empty tins, &c. As to tanks and cisterns, *it is not sufficient merely to run water through them once or twice a week*, but goldfish should be kept in them, for they eat the larvæ. The larvæ can also be killed by pouring paraffin on the surface of the water ; in twenty-four hours the tank may be emptied and fresh water run in.¹

PERSONAL.

The maxim about avoidance of excess is especially true in a hot country like Persia.

The old resident knows that it is well to expose himself

¹ Everyone who has to live in Persia should learn to recognize mosquitos and their larvæ. Illustrated descriptions of them will be found in most of the popular books on the care of the health in hot countries. "The Anopheline Mosquito," a pamphlet by R. C. Daughlish (Murray), gives all that it is necessary to know.

to the **sun** as little as possible, and the newcomer will do well to follow his example. It is never wise to go into the sun without some protection to the head, and, for the greater part of the year, a proper sun helmet or hat is necessary. When out in the glare of summer it is advisable to wear tinted spectacles.

The diurnal variation of temperature on the Persian plateau is very great. It is therefore necessary to be careful in order to avoid **chills** at night and after taking exercise. On a hot night the sleeper is liable to kick off the bedclothes and catch a chill in his abdomen. He should therefore fold a light blanket or sheet *lengthwise* and throw it *across* his body so that the ends fall on the floor. The most restless sleeper will be unlikely to get rid of a covering thus disposed.

Most people are the better for plenty of **exercise**. It is a good thing to take some in the early morning in the hot season.

In a hot country **baths** are required more frequently, and are more necessary to health, than in a cold country. As a general rule warm baths are preferable to cold (see p. 181).

Venereal disease is so widespread in Persia that it is imperative to issue a warning to Europeans not to expose themselves to infection. Tuberculosis and "ophthalmia" (granular lids) are exceedingly common. Hence the necessity for the medical examination of servants.

When buying **carpets**, it is well to have them brought to the house and not to look at them in the *bazaar*. They should always be examined outside the house, and should not be taken in until they have been exposed to the sun for twenty-four hours. The same applies to embroidery, and indeed to most things sold by *dalals* (brokers or pedlars). The reason for this is that carpets, &c., may come from a house where there is or has been illness.

CHAPTER IX.

THE AVOIDANCE AND TREATMENT OF
SOME COMMON DISEASES.

Derangements of digestion—Diarrhœa—Dysentery—"Fever"—
General treatment of—Malaria—Typhoid fever—Sand-fly
fever—Cholera—"Salek"—Sore eyes—Insect and other pests
—Medicines, &c.

PREVENTION is always better than cure, and there is no possible doubt that attention paid to the simple precautions recommended in the preceding section will save many doctors' bills. If practised from the start they will before long become a habit, and the sooner this happens the better.

Now, as to what to do in case of sickness, it is neither possible nor desirable in a book of this size to go into details about all the diseases to which Europeans in hot countries are specially liable. Moreover, the reader has already been advised to procure one of the many excellent popular books on this subject (such as "Health and Climate in Hot Countries," by Giles, or "The Maintenance of Health in the Tropics," by Simpson). But some, in the hurry and excitement of the preparations for a first journey to the East, may be unable or will neglect to follow this advice. Further, it is not unusual, in a country where distances are great and means of communication bad, for people to find themselves a long way from a doctor when they most want him. For these reasons it may be useful to give even the briefest instructions for the avoidance, recognition and early treatment of the more important common disorders of health met with in Persia. *It must always be understood that in each case medical advice should be obtained as soon as possible.*

DERANGEMENTS OF DIGESTION.

In the East there is a greater strain thrown on the digestive apparatus than in Europe. First of all it may suffer in the general laxity produced by heat ; secondly, from the character of the food and cooking ; thirdly, from the general absence of cleanliness. The effects of these factors may be avoided : (1) by not overtaxing either the body generally, or the stomach in particular ; (2) by following the advice given in the last section about the preparation of food and drink. This involves taking a certain amount of trouble. The trouble will be well spent. A damaged digestion is a poor thing anywhere, but especially so in the East.

Indigestion is too large a subject to deal with even briefly. The symptoms ! Unfortunately, we are all aware of them ! Here I will simply refer to certain **causes of indigestion** peculiar to Persia, or rather, particularly common there.

(1) *Roghan*, see the last chapter under "The House."

(2) *Nan-i-sangek*, one kind of native bread. This, as it comes from the baker, seldom agrees with Europeans ; it should always be well toasted. Even then it may not agree with a few owing to the coarseness and adulteration of some kinds.

(3) Worms.—These intestinal parasites are exceedingly common. Infection generally takes place by means of unboiled water, or unwashed fruit or salad, or through eating underdone beef. Their presence can be proved by ocular evidence after a purge. The treatment had better be left to a doctor.

(4) Copper Cooking Utensils.—These should be regularly tinned, as advised in the last section. If they are not, the copper becomes exposed and copper poisoning may result. Lately some doubt has been cast on this statement, but there can be no doubt that a cook who neglects to have his pots tinned will be dirty and neglectful in other ways. The condition of his *batterie de cuisine* in this respect may very well then be taken as an index of

his general carefulness, and periodical "whitening" of pots should be insisted on.

Any of these causes may produce the symptoms of indigestion, and very often irregular diarrhœa in addition, with occasional griping and uncomfortable sensations in the abdomen. The treatment is simple, namely, removal of the cause.

Diarrhœa.—It is a good rule always to see a doctor at once for an attack of diarrhœa, and to do exactly as he advises, for, though often due to some error in diet, it may be the beginning of something more serious. If it does not yield to the simple treatment advised here, it is absolutely necessary to get medical advice.

Diarrhœa is generally caused by eating bad or indigestible food ; therefore it is always well to begin treatment with a purge, which will promptly get rid of the irritating substance. Any purge will do as long as it is really effective, but castor oil is the best ; not less than 6 drams, that is six teaspoonfuls, or six of the ordinary large capsules, should be taken by an adult. When it has acted well the diarrhœa often stops, but if it does not astringents may be taken such as tannalbin, 10 grains every two hours, or bismuth subnitrate 20 grains, or laudanum 10 drops, or chlorodyne 10 drops, every four hours. At the same time remain lying down, and starve, taking only liquids such as albumin water (the whites of three eggs shaken up in a pint of water and strained), milk diluted with water, chicken broth, or water arrowroot ; indeed, twenty-four hours without any food, taking water only to relieve thirst, is the best course. If there is griping apply heat to the stomach ; a hot-water bag is best. If treated in this way diarrhœa will generally cease quickly. The return to ordinary diet must be gradual, via milk puddings, custard, eggs, pounded chicken, mince. Fruit and vegetables should not be taken for some days.

Diarrhœa is most common in the hot season. Fruit is most plentiful then and digestion is below par ; it is therefore well to be moderate in the amount of fruit eaten.

Acute diarrhœa in infants and children is to be

treated on exactly the same lines as in adults. If there is vomiting, instead of castor oil, $\frac{1}{8}$ grain of calomel may be given every hour for six or eight doses or until the bowels have been well cleared out. As to diet, stern starvation is essential for infants. In the case of children under 2 milk should not be given at all for three or four days; the diet should be limited to chicken broth, whey and albumin water, with plain boiled water to relieve thirst, all given in small quantities but frequently. When the diarrhœa is checked one of the malted foods should be given, and when finally a return is made to milk it should be given very dilute at first. After the preliminary purge has acted, if the diarrhœa still continues, bismuth subnitrate or tannalbin may be given in 5-grain doses every three hours. Opium should not be given without medical advice.

Dysentery.—Dysentery begins like diarrhœa, but the bowels act with very great frequency, there is more or less straining, and eventually little else but blood and mucus are passed. Treatment: the diet should be the same as that advised for diarrhœa. A purge should be taken, either castor oil or an ounce of salts. The castor oil should be followed up with $\frac{1}{2}$ grain of calomel three times a day. The salts should be repeated in $\frac{1}{2}$ oz. doses two or three times a day. Either treatment should be continued until blood and mucus are no longer passed. On no account should opium be taken without medical advice. This should be obtained as soon as possible. The stools should be disinfected; they should be left for two hours mixed with an equal quantity of corrosive sublimate solution (strength 1-500) and then buried or burned.

“FEVER” (*tab*).

“Fever” is a common complaint in hot countries. Unfortunately, to say that a sick man has “fever,” means, scientifically speaking, only that his temperature is raised. Now a raised temperature occurs in many diseases, take a common cold for instance, or typhoid fever, or chicken

pox. However, in many hot countries one particular cause of fever, namely ague or malaria, is so common, that when someone is said to have fever it is understood that he has malaria. The moral of all this is, that when a man feels unwell and finds that his temperature is raised, he should treat himself with respect from the start, and not assume that he has "only got a touch of fever." Malaria, by the way, is a serious enough disease itself. Here we will consider only three of the common causes of a raised temperature in Persia, namely malaria, typhoid fever, and sand-fly fever. First, however, it will be as well to say what should be done by anyone who has a raised temperature, whatever the cause, until the arrival of a doctor.

General Treatment of Fever.—The sick person should go to bed and stay there until his temperature is normal. The room should be kept well aired and quiet. While the fever is high, a sheet will be sufficient covering; if it persists at a high level (103° F.), it may be reduced by sponging the entire body, bit by bit, with tepid or quite cold water. An icebag or cold compresses applied to the head will both help to reduce the temperature and will relieve headache. It should be remembered that children often get high fever for very slight causes. A high temperature in a child need not therefore necessarily cause alarm. The diet should be limited to milk and water, whey, clear soup, eggs (raw or soft boiled), weak tea, café au lait, toast, ice cream, jellies, custard, milk chocolate. If there is thirst, water, barley water, or lemonade may be taken freely. A purge is often necessary at the beginning. Quinine should not be taken unless it is certain that the fever is due to malaria, nor should phenacetin, antipyrin, or aspirin be taken, except for unbearable headache or body pains. *The use of all these drugs not infrequently makes the quick diagnosis of the cause of the fever difficult for the doctor.* If the patient has a thermometer, he should take his temperature not more often than every four hours and write it down.

Malaria (*tab-i-nobeh* or *tab-o-larz*) is met with in

many parts of Persia. It is rife in the Caspian provinces, and they should be avoided between June and September. It is found all over the plateau and in the desert provinces ; it is met with wherever water-cuts or reservoirs give mosquitoes a chance of breeding. Malaria is due to the "bite" of certain mosquitos belonging to the family of anopheles. In "biting," it, or rather she (for it is only the female that is so troublesome), injects a minute parasite into the blood of her victim. This parasite multiplies and causes the disease. Mosquitos breed in water. Therefore in the house adopt the precautions described above ; on the march avoid the neighbourhood of marshes and stagnant water for camping. Further, when in a mosquito district, take 10 grains of quinine a day and sleep under a mosquito net, for the mosquito bites chiefly at night. The net should be slightly larger than the bed. The bottom of the net should be tucked under the mattress. A strip of linen 9 in. wide should be sewn all round the net at the level of the bed, so that if the sleeper's arms or legs rest against the net a mosquito cannot bite them. Every evening a servant should see that there are no mosquitos inside the net.

Various applications for repelling mosquitos and for relieving the irritation of bites are given on p. 71.

An attack of malarial fever generally begins suddenly, but it may be preceded for a few hours by heaviness, and pains in the head, back and bones. The symptoms are divided into three stages : First or cold stage. The patient looks and feels cold, he shivers and his teeth chatter. The temperature is raised one or two degrees. The cold stage may, however, be entirely absent, or may be only shown by a slight feeling of chilliness. Second or hot stage—the patient flushes and feels very hot. The temperature rises to 103° or 104° F. There is severe throbbing headache, and the bone pains increase. This lasts four or five hours, and is followed by the third or sweating stage—the patient begins to sweat profusely, the temperature falls to normal quickly, and he at once feels comfortable. When the temperature has reached

normal the attack is over, but it may recur every day, or every two days, or every three days, if not properly treated. In the two latter cases the fever is certainly malaria, in the first case it may be some other kind of fever.

The patient should go to bed and take nothing but slops. If he has the symptoms described above, he may try to hasten the onset of the sweating stage by piling on bedclothes and taking as much hot weak tea as he can. He should also take an aperient (a dose of salts or of castor-oil) and quinine (*ganeh-ganeh*). The best preparations of quinine are the *bi*-hydrochloride and the *bi*-sulphate. Euquinine, another preparation, has the advantage of being tasteless, and is therefore very suitable for children. It is, however, expensive and must be taken in larger doses. The best way to take quinine is in solution. The *bi*-hydrochloride is soluble in water. The *bi*-sulphate requires a little dilute acid to dissolve it, such as dilute sulphuric acid. Quinine may also be taken in capsules, pills and tablets, **but pills and sugar-coated tablets become so hard that they should always be crushed.** Quinine should be taken *after or immediately before* food. It should be taken during the attack (fever or no fever *and for three months after it*, as follows: First three days—men 30, women 20, grains a day; one month—10-15 grains a day; two months—10-15 grains on each of two fixed days every week. Similar bi-weekly doses should be taken every spring and autumn for some years, and on going to a cooler climate. The great thing to remember is, that malaria is not cured simply because the attack has come to an end. There will still be parasites in the blood, and they will multiply unless killed by a prolonged course of quinine. Quinine stops an attack of malaria; if after three days' thorough quinine treatment, the fever does not stop, it is unlikely to be due to malaria and a doctor should be consulted without delay.

Typhoid, or Enteric fever (*tab-i-hasfeh*) is common in Persia owing to the lack of sanitation, and the habits of

the people. Its prevention, from the individual's point of view, lies in carrying out the instructions given above about water, milk and food, for the microbe always gets into the body in them. Let it be insisted upon once more that water from no source (river, reservoir, *jube* (water-channel), well or *kanaat*) should be drunk without preliminary boiling. Exceptions to this rule there are, but an attack of typhoid is so very unpleasant that it is wiser and less expensive to follow it.

The onset of typhoid fever is generally slow; for several days the patient has headache, loss of appetite, more or less discomfort in his stomach, disturbed sleep. He may have diarrhoea, but just as often as not he will be constipated. If he takes his temperature he will find it slightly raised in the morning and higher in the evening, and next day it will be a little higher still, both morning and evening, and so on. *In the absence of a doctor any case of continuous fever (temperature above normal during the whole of the twenty-four hours) which resists quinine should be treated as a possible case of typhoid fever.*

The treatment may be summed up in the words absolute rest in bed and a liquid diet. Absolute rest means that the patient must not get out of bed even to relieve himself. Avoid drugs, especially in pill or compressed form, though, if there is constipation, a dose of castor-oil at the beginning can only do good.

Do not give the patient solid food until a doctor allows it.

The patient's stools and urine are infectious. They should be left mixed for two hours with equal parts of corrosive sublimate (perchloride of mercury) solution (strength 1—500) or with lime, and buried or burned. Whoever nurses the patient should wash his hands with the same solution (strength 1—1,000) after touching him.

Sand-fly fever is caused by the bite of the tiny yellow-brown sand-fly. It lasts three to five days. The temperature is raised all the time, and there are very severe pains in the head, back and limbs. It is not dangerous, but unpleasant. It ends with sweating. Quinine does no good. The patient should be made as comfortable as

possible, have cold compresses applied to his forehead, and may take 10 gr. of phenacetin or aspirin to relieve his pains when they are severe. The way to avoid this fever is to avoid getting bitten by sand-flies, and, if bitten, to paint the bite with tincture of iodine. Sand-flies may be avoided as follows : (1) Sleep under a net made of butter muslin. This can be bought in the native *bazaar*. The sand-fly can get through an ordinary mosquito net. (2) Place the bed as far away from walls as possible and in a current of air. To sleep on a roof is generally a sure way to avoid sand-flies. (3) Wear sleeping clothes which button at the wrist, and gloves and socks. (4) A light attracts insects, therefore avoid having one in a bedroom as much as possible. (5) Various applications may be put on the face, arms and feet at bedtime, *vide* p. 71. It should be remembered that dark curtains and hanging clothes attract mosquitos and sand-flies.

CHOLERA (*vaba*).

Cholera cannot be called one of the "common" diseases of Persia. It has, however, been imported from the surrounding countries several times of recent years, and, as an epidemic, causes a good deal of alarm among Europeans, a few words of reassurance and advice will not be out of place.

The first thing to realize is that it is a very simple matter to avoid catching cholera, even in the middle of an epidemic. The microbes always enter the body in water, milk or food. They are quickly killed by heat. The prevention of cholera may then be summed up in the words : Never drink water or milk that has not been boiled ; eat only freshly cooked food (raw fruit and vegetables, and cold dishes, are therefore excluded). As additional precautions, food must be protected from dust and flies ; servants should be kept to the house as much as possible ; masters and servants should pay extra attention to personal cleanliness ; washing water should be boiled.

The symptoms of cholera are pain in the stomach, vomiting, frequent watery stools, prostration, cold extremities and cramps.

Not more than one, or at most two, persons, should take part in the nursing. After attending to the patient they should wash their hands well in corrosive sublimate solution (1—1,000).

It is useless to force nourishment on the patient, but he may be encouraged to drink water or barley water freely, in small quantities at a time. The best medicine for cholera, according to Lieutenant-Colonel Rogers, I.M.S., is permanganate of potash. The patient should be encouraged to drink as much as he can of a solution of a strength of 1 gr. to the pint, gradually increased to 6 gr. to the pint. He should not take more than 3 oz. at a time. For collapse, or for vomiting, a mustard plaster should be applied just below the lower end of the breast-bone. The patient should be kept warm with hot bottles wrapped in towels. Cramps may be relieved by hot applications and by massage.

The urine and stools must be disinfected as in the case of typhoid fever. The patient's clothing and bedding must also be disinfected (twenty-four hours in the corrosive sublimate solution), or what is better, be burnt.

SALEK.

"*Salek*" is the Persian name given to an indolent sore which generally forms on exposed parts of the body (*i.e.*, the face or back of the wrist) and takes a long time to get well (*salek* is the diminutive of *sal*, a year). It is not peculiar to Persia, but occurs in many other places and is often called after them—thus, Delhi boil, Bagdad boil, Aleppo button, and so on. It is neither dangerous to life nor painful, but it is unsightly and leaves an ugly scar when healed. It begins as a small pink lump which is *not tender*, *slowly* increases in size, and on which scales sooner or later form; but its early appearances are very indefinite, so it is well to consult a doctor about anything which answers to this description. It is much more easy to get rid of when it is small than later on. The infection is conveyed by some sort of flying insect, such as the house-fly, the mosquito, or the sand-fly. To avoid getting a *salek*

- (1) Avoid touching one.
- (2) Wash with a disinfectant

soap. (3) Avoid insect bites as much as possible (*vide* "sand-fly fever"). (4) In places where *salek* is very common it is well to paint insect bites, and all small abrasions of the skin, at once with tincture of iodine.

Pariah dogs with sores on their faces will often be seen in Persia. These sores are nearly always *saleks*. Dogs owned by Europeans not infrequently contract them; they ought to be promptly treated; a thorough application of the cautery quickly cures them in the early stages. In order to lessen the chances of infection for man and dogs, pariahs which show these sores should be destroyed.

SORE EYES.

A mild degree of conjunctivitis (inflammation of the inner lining of the eyelids) is common in Persia in consequence of the glare and dust in summer. The symptoms are a feeling of heat and grittiness in the eyes as if they were full of sand; there is also a varying amount of redness, watering and discharge, and the eyelids are often found to be stuck together in the morning on awaking.

To avoid conjunctivitis it is well to wear dark goggles if obliged to be much in the open in the summer, and, after a long day, to use an eye-bath.

Treatment.—Use either of the following lotions in an eye-bath night and morning, and smear a little boracic ointment or vaseline along the edges of the lower lids at bedtime, in order to prevent the discharge drying and sticking the lids together.

Lotions.—(1) A solution of table salt in boiled water (3 grains to the ounce, or as much as will go on a 2-*shahi* piece to a breakfast cupful). (2) A solution of boric acid in boiled water (3 grains to the ounce, or as much as will go on a 2 *kran* piece to a teacupful).

INSECT AND OTHER PESTS.

A short note on the insects and reptiles met with in Persia, which may cause discomfort, or sickness, or

destruction of property, may very well finish off this chapter. Fortunately, the list is not a very long one, for Persia, compared with some other Eastern countries, is remarkably free from pests of this sort.

Mosquitos, Sand-flies, and House-flies.—These have already been mentioned; the results which may follow their attentions have been described, as well as the best means of avoiding them.

Bugs and Fleas.—Contrary to the popular idea Persia is singularly free from them. I do not say that in the course of a long journey, when sleeping in caravanserais or native houses, one can get off scot free, but, after a considerable experience of the poor and their dwellings, I can say that I have been very little troubled on this score. It is to be remembered that most Persians have a complete bath once a week.

Ticks.—Various ticks infect dogs, camels and sheep, and their bites cause much discomfort. One, the fowl-tick (*Argas persicus*), not only kills poultry but gives rise to relapsing fever in man. It is called the "Mianeh bug," from the village on the Zanzan-Tabriz road where it was first described. It is found in many other villages in North Persia and as far south as Kum. It lives in cracks in walls and comes out at night. It is called the *gharib-gez*, that is, the 'stranger-biter,' by Persians, for they think that the natives of the villages which it infests are immune from its attacks. I find, however, that the name is applied indifferently to various ticks and bugs by natives, so that it is not possible to give an exact list of the villages where this tick is found. However, the peasants always warn travellers of its presence.

The best way to avoid bugs and ticks is not to sleep in native buildings, and, if obliged to do so, to use a mosquito net, which should be well tucked in beneath the mattress. Bites should be painted with tincture of iodine.

Houses, &c., infested by bugs or ticks should have strong poisons applied to all cracks (perchloride of mercury 1—500, crude petroleum, turpentine, &c.); fumigation with sulphur is also useful. Fowl runs infested by ticks should be burned, the fowls isolated and separately treated.

Scorpions and "Tarantulas."—Though numerous in certain districts they do not often invade houses. I have not observed that their attentions cause anything more serious than pain and swelling which, however, may be considerable in the case of scorpions.

Applications for Insect Bites and Stings.—The best ways of avoiding annoyance from insects at night are described on p. 67. In addition, various applications may be used to *repel* them, such as naphtha, citronella oil, an ointment composed of thymol 10 grains and vaseline 1 oz. Any strong smelling oil (aromatic oil) is useful, such as : Eucalyptus oil, lavender, peppermint, or turpentine. It should be added to a mixture of native spirit (*arak*) and some infusion of quassia, or a solution of quinine.

To *relieve* the irritation or pain of bites and stings an alkaline application is generally best, such as a solution of sodium-bicarbonate of soda, or of ammonia, or washing soda. A good lathering of soap is worth trying when these are not obtainable. A solution of perchloride of mercury (1—2,000), or of carbolic acid (1—40) will often relieve itching, and so will the thymol ointment mentioned above ; to it cocaine may be added with advantage (5 grains to the ounce).

Snakes.—Venomous snakes are not numerous and are found chiefly in South Persia. The following vipers have been noted : *Eristicophis* (Baluchistan), *Bitis arietans* and *Bitis atractaspis* (South-west Persia). Treatment of snake bite : Tie a ligature tightly round the limb above the bite ; a free cut should then be made into the bite in the length of the limb and permanganate of potash rubbed in.

White Ants.—White ants cause much destruction to woodwork (especially the rafters of houses), books and clothes. The latter should be kept in tin-lined boxes wherever white ants are numerous. A preparation called "carbolinum" applied to woodwork is said to protect it from their ravages.

Moths.—On the Persian plateau, where there are hot summers and cold winters, moths are liable to destroy winter clothes which are stored away during the summer,

unless proper precautions are taken. Woollen clothes and furs should be well shaken and brushed, and packed in tin-lined cases with a liberal supply of naphthaline balls. The native pipe tobacco (*tūtūn*) may be used when naphthaline cannot be had. Another dodge is to wrap clothes in unbleached linen, which can be bought in the bazaars.

MEDICINES, &c.

Europeans residing in Persia frequently find themselves living or travelling at a distance from a medical man. A knowledge of "first aid" is sure, therefore, to be found useful sooner or later. Ladies are strongly advised to learn the elements of nursing and sick-room cookery before leaving home. Further, the natives always think that every European can treat sickness, and goes about with his pockets full of pills! A case of compressed drugs with dressings, &c., should form part of the outfit. Suitable cases can be obtained from the large chemists. Such a one made by Burroughs Wellcome is called the "Settler's Case." Its contents should include the following list of drugs, &c., but it can be filled according to the wishes of the purchaser.

Tablets of bihydrochloride of quinine or euquinine (two bottles), of phenacetin, of cascara sagrada, and of aloin compound, of calomel, of sodamint, of Easton's syrup, of Dover's powder, of bismuth subnitrate; one bottle of chlorodyne.

"Soloids" of corrosive sublimate, of permanganate of potash, and of boric acid.

Tincture of iodine (the best disinfectant for wounds and insect bites: water should not be used before it is applied).

Compressed bandages, lint, cotton wool, and gauze. Safety pins, sticking plaster, scissors, thermometer, lancet, measuring glass, boracic ointment.

Castor-oil capsules and an eye-bath, a can of lysol or cyllin (both useful disinfectants), an ice bag and a hot-water bag, should be included in the outfit.

CHAPTER X.

ROUTES FROM LONDON TO DIFFERENT PARTS OF PERSIA.

The Northern and the Southern routes—Passports—Money—Section I, Northern and Central Persia—Three stages—(1) London to Baku—Russian railways—(2) Baku to the Persian frontier—Voyage from Baku to Enzeli—(3) The journey in Persia itself—Section II, the Persian Gulf ports and Southern Persia.

MOST people, and post office officials in particular, believe that there is only one way of “getting to Persia,” and that is by the Red Sea and the Persian Gulf (southern route). As a matter of fact, nearly all the more important towns in the country are more quickly reached from London by travelling across Europe and entering Persia from the north (northern route). For the purposes, then, of this chapter, Persia may be roughly divided up into two sections :—

(1) Northern and Central Persia.**(2) The Persian Gulf Ports and Southern Persia.**

Section I will include the following towns : Tehran, Tabriz, Isfahan, Meshed, Kermanshah, Hamadan, Kazvin, Sultanabad, Yezd, Nasratabad (Seistan). They will be most quickly reached by the northern route. Section II will include, besides the ports, the towns of Shiraz, Kerman, and Ahwaz. They will be most quickly reached by the southern route.

In Persia itself there are as yet no railways and very few roads in the Western sense. Wherever, then, the traveller sets foot in the country he must drive or ride for the rest of the journey, unless he be one of those energetic

gentlemen who occasionally arrive in the course of a walking tour round the world ! The motor-car is a *rara avis*, but has a future before it. There is already a regular service of automobiles between Julfa (Russian) and Tabriz.

In the sequel, the usual route from London to some of the principal towns in Persia is indicated. The times given for carriage and caravan journeys in Persia are only approximate, and obviously must be so, since so much depends on such variable factors as the weather, the state of the roads, the kind of animals obtained, and freedom or otherwise from accident. Further, attention is drawn to the fact that, for some years past, most of the main routes in Persia have been rendered insecure, at one time or another, by brigands. It is, therefore, essential to ascertain from the Foreign Office whether any particular route is safe, before deciding to travel by it. If it is not safe some alternative route may be chosen.

Passports.—Travellers in Russia, Turkey and Persia must have passports. They must be obtained at the Foreign Office, Downing Street, S.W., and must be *viséd* at the Russian Embassy and at the Persian Legation in London, and also at the Turkish Embassy if the Constantinople route is chosen (*vide* p. 77, route 5). Too much insistence cannot be laid on the fact that the "red passport," given to anyone who travels with a Foreign Office bag, is not sufficient, but that the ordinary personal passport must be carried as well. The reason for this is that red passports are not *viséd*. It may seem superfluous to add that a passport should be kept in an inside pocket ; they are not infrequently stolen in Russia.

In order to travel in Trans-Caspia (*vide* p. 82) a special permit, in addition to the passport, must be obtained from the Russian authorities. Application must be made for it two months before it is intended to start.

On arriving at a hotel in Russia, passports must be given up for the management to have registered by the police. Twenty-four hours' notice should be given before finally leaving the country, for the passport has to be

countersigned in order that the traveller may cross the frontier. The fees amount to about a rouble, and the hotel will charge a small commission.

Money.—The best way for the traveller to provide himself with money *en route*, is to obtain a circular letter of credit in London. It is as well, however, that he should start with a few bank-notes and sovereigns in his pocket, for they are current nearly everywhere, and may be useful if his supply of foreign money runs out in a place where he cannot make use of his letter of credit.

Note to Members of the Staff of the British Legation at Tehran.—The probable date of arrival at Enzeli should be telegraphed to the Legation before leaving England, with a request that a *gholam* (Legation servant) be sent to meet the boat.

(I) NORTHERN AND CENTRAL PERSIA.

The parts of Persia included in this section are best reached by travelling across Europe and entering the country from the north. In every case Baku, the oil town on the Caspian Sea, must be the first objective of the journey. From there it is continued by rail or boat, or both, to the Persian frontier, whence the traveller makes his way to his final destination in the fashion that he may think best. Thus the journey from London may be divided into three stages :—

- (1) London to Baku.
- (2) Baku to the Persian frontier.
- (3) The journey in Persia itself.

It is to be noted that all possible routes are not given in the sequel, but only those that are the most used and the most direct. In the case of a few towns, alternative routes are indicated.

First Stage. London to Baku.—There are many routes. To do more here than mention the principal ones is not possible. The important point, in the case of travellers who are going on to Enzeli, is to arrive in time to catch the direct steamer without excessive delay at

Baku. All or most of the information required can be got in London, either from those who have already made the journey, from Messrs. T. Cook and Sons, or from the agents who have most to do with Persia, such as Sir Charles McGrigor, Bart., and Co., of 25, Charles Street, St. James's Square, S.W., or H. S. King and Co., of 9, Pall Mall, S.W., or Hickie, Borman and Grant, of 14, Waterloo Place, S.W.

(1) London or Hull to St. Petersburg¹ by sea, thence by train via Moscow and Rostov. This is the simplest and cheapest route.

(2) London to Ostend, Flushing, Hook of Holland, or Calais, thence via Berlin, Alexandrovo (or Kalisch), to Warsaw, Moscow, and Rostov.

The traveller should make a point of seeing the whole of his luggage, registered or otherwise, through the customs at Alexandrovo (or Kalisch), on the Russo-German frontier; failure to do this may entail loss of luggage for weeks. The Hôtel National at Moscow is recommended and will, if requested, send an interpreter to meet the train; the "Metropole" is another good hotel, especially for bachelors.

(3) To Warsaw, as in (2), then straight to Rostov.

A knowledge of Russian is desirable, though not absolutely necessary, if this route is taken. It is the cheapest land route. There is a through train from the Russian frontier (Alexandrovo or Kalisch) to Baku twice a week. Dates can be ascertained, either in London or Berlin, from T. Cook and Sons. There are no *wagon-lits* or restaurant cars by this route, and it is advisable to take food for the last two days of the journey, as the train does not stop long anywhere. The Kalisch is said to be quicker than the Alexandrovo route, but is not quicker than the next route.

(4) London to Vienna, via Ostend, thence to Volochyska and Rostov. If a few days' notice be given, T. Cook and

¹ To English people who do not wish to stay at the most expensive hotels at St. Petersburg such as the 'Europe,' the 'Grand' is recommended.

Sons can book to Baku by this route. One of their interpreters is then ordered to meet the train at Vienna.

(5) London to Constantinople (either by the Orient Express or by steamer from Marseilles), thence by steamer to Batum and so to Baku by rail, via Tiflis. Passports require a Turkish *visa* as well as Russian and Persian *visas* for this route.

The voyage from Marseilles is pleasant and interesting. Most lines stop at Naples, Piræus, and Smyrna. Much expense can be saved by sending all heavy luggage in advance by sea to a port on the route, say Naples. The voyage to Batum takes eleven to fourteen days (according to the line of steamers), so that this is the most leisurely route of all. A through ticket to Batum can be got in London, and a reduction can be obtained in the fare by Government officials.

(6) By the "Nord Express"—(once a week)—from Paris or Ostend, via Berlin to Moscow: thence via Rostov to Baku. A quick journey. The most comfortable and expensive route of all.

Railway Travelling in Russia.—In Russia the most comfortable way of travelling is by *wagon-lit* in a *train de luxe*. The ordinary first-class sleeping carriages are, however, very good, and a whole compartment, intended for two passengers, may be taken. One carriage generally contains both first- and second-class compartments. On some trains there is no *wagon-lit* through to Baku, and then it may save trouble to do the whole journey in an ordinary carriage. The second-class sleeping carriages are very little different from the first, but each compartment is for four people, so that the comfort of the journey will much depend on the other occupants. The lavatory arrangements, too, leave a good deal to be desired. Third-class is out of the question. It is well to have bedding (pillow, rugs, sheets) and towels, but bedding can be hired on the train.

When taking the ticket (this is usually best done through a hotel) a *platz karte* has also to be taken, thus booking a seat in advance. Tickets are generally collected soon after starting.

Luggage.—Particular attention should be paid to what follows. Luggage cannot be registered through Russia to Persia, nor can it be sent through in transit in bond. Nor can it be sent in advance to St. Petersburg or Batum, and then be taken on as personal luggage. Except in the case of Foreign Office officials (*q.v. infra*) all luggage is liable to examination at the Russian frontier, and all dutiable articles have to be paid for.

Passengers going through to Persia should insist on their luggage being examined at the frontier. The officials always try to seal it for examination on exit at Baku. This gives rise to endless trouble and delay there and often causes people to miss their boats, for Baku is not a passengers' customs.

Officials of the Foreign Office can secure exemption from the customs examination if they apply (a month or so before they intend to arrive in Russia) to His Majesty's Embassy at St. Petersburg, asking that a permit be obtained from the Russian Government. They should state in their application the points at which they intend to enter and leave the country.

For *firearms and ammunition* there are special regulations (*see p. 173*).

It is expensive to take much luggage through Russia, as the free allowance is only one *pood* (36 lb.). On every additional *pood*, taking the journey from St. Petersburg to Baku as an instance, 15 roubles has to be paid. A great deal of luggage can, however, be taken in the carriage, much more than in any other country on the Continent. It is not safe to leave the carriage with no one to look after it. "Never allow yourself to be separated from your luggage" is a sound maxim when travelling in any country, but is particularly so in Russia.¹

For the three or more days taken by the journey across Russia, it is well to have a candle or electric reading lamp, plenty of books, and a tea basket. Many of the trains

¹ From what I have seen of Russian railway stations, there are no cloak-rooms where *heavy* luggage can be put.

have no restaurant car, but there are good refreshment rooms at most of the stations.

A tip to the conductor (one rouble is enough) when going on board the train will make matters considerably easier. He will then give warning whenever the train is nearing a station with a good restaurant, he will explain in pantomime the length of the stop, and will lock the compartment until its owner returns. He will also get tea or coffee, and rolls and butter, in the early morning from the first wayside station, if asked to do so. Always carry small change and always pay before and not after eating. To hand the waiter a five rouble piece just as the train is starting is not economical! The bells rung at the stations are a little confusing at first. One bell is rung shortly after the train arrives. When two bells are rung, make a move in the direction of the train. Three bells are the signal for it to start. The length of the longer stops is printed in French in the *wagon-lits*. It is well worth the trouble to learn even a few words of Russian ("Russian Self Taught," Marlborough and Co., London, will be found a useful little book). French is practically useless, but in St. Petersburg German is spoken in many shops. When nearing Baku, it is well to telegraph to the Hôtel de l'Europe asking that the interpreter be sent to meet the train. There is probably no man better known in the Middle East than M. André. He is quite invaluable. On arriving at Baku it is well to telegraph to Resht for a carriage to meet the boat at Enzeli, but p. 88 should be read before doing so. The telegram should be marked "via Indo." Passports are examined at Baku. André can get this done very quickly.

In Russia the great difficulty is the language. If the traveller conforms to the regulations, follows the advice given above and keeps a sharp eye on his belongings, he should not get into trouble. Russians themselves are most obliging and ready to help foreigners.

Second Stage. Baku to the Persian Frontier.—Travellers going to Tabriz will take train to Julfa via Tiflis (see p. 82). Those going to Meshed and Seistan

will take steamer to Krasnovodsk and then the train (*see* p. 82). For the other large towns in Northern and Central Persia, Enzeli is the port of disembarkation.

There is a bi-weekly service of direct boats between Baku and Enzeli. At the time of writing (February, 1914) they leave Baku at 6 p.m. on Tuesdays and Fridays, and Enzeli at 5 p.m. on Thursdays and Sundays. The voyage takes from sixteen to eighteen hours in good weather. A cabin should be booked on arriving at Baku. Every effort should be made to catch a direct boat and avoid either a stay of two or three days at Baku, or a voyage in one of the slow intermediate boats. The first-class fare is 20 roubles (£2) and includes dinner. The second-class fare is 12 roubles. Passports are examined on board. Luggage in the hold has to be paid for ; a great deal can be taken in the cabin.

There is a bar outside Enzeli harbour which may be impossible to cross in rough weather, and the steamer may have to put back to Baku. The harbour is entered between two piers. The town is on the right. The landing stage and custom house are on the left, corresponding to a village called Kazian, from which the road to Resht and the interior starts. Thus it is not necessary to go to Enzeli itself at all. The quarantine station is on the Enzeli side ; there is accommodation for first, second and third-class passengers. Quarantine is enforced only when there is a severe epidemic of cholera at Baku. It is well to take bedding, bread and any liquors that may be wanted from the steamer to the quarantine station. The best place to stay at in Enzeli is the " Hôtel d'Europe."

Third Stage. The Journey in Persia itself.—The principal towns in Northern and Central Persia best reached by the northern route are given below. The approximate duration of the journey and the usual route taken are indicated. Details as to the Persian part of the journey are given in Chapter XI (Notes on Some of the Principal Main Routes in Persia).

Tehran.—London to Baku, five to six days. Baku to Enzeli, sixteen to eighteen hours. Enzeli to Resht by

carriage, three hours and a half ; Resht to Tehran, fifty to sixty hours by carriage. (*See Route I.*)

The whole journey takes, therefore, at least nine days, and much more often ten or eleven. Twelve may allow the traveller to stop for two nights on the road ; one should be spent at Resht as a preparation for the long drive of the next two days, the other at Baku or in Central Europe. All depends, however, on how the different connections work out. It is impossible to make categorical statements, or give definite advice, on all parts of so varied a journey.

It may be helpful to give some idea of the approximate cost of the whole journey. A first-class ticket to Baku costs about £18, a second-class £11. Excess luggage must be paid for in addition. The fare from Baku to Enzeli is 20 roubles, *i.e.*, £2, and luggage in the hold must be paid for. The drive from Enzeli to Resht costs 9 *tomans* (*i.e.*, nearly £2) for each vehicle sent specially to meet the boat. One may be picked up for less on the spot. From Resht to Tehran a closed carriage with four horses (and no other kind is recommended) costs £12, and a waggon for luggage about the same amount. In addition there are tolls to be paid of about £1 for each vehicle, and a tip of two *krans* (9d.) has to be given to the drivers of carriage and waggon at each of the twenty-three stages.

Finally, there are the cost of food throughout, hotel bills, cabs, and the hundred and one petty expenses of a long journey. It is generally estimated that travelling with hand luggage, and first class, it cannot be done under £40.

Kazvin.—Thirty to forty hours by carriage from Resht. (*See Route I.*)

Isfahan.—From Tehran, by carriage three to four days ; by caravan thirteen days. (*See Route XI.*)

Yezd.—From Tehran, by carriage, ten days ; by caravan about twenty-five days. (*See Route XVI.*)

Hamadan.—Thirty hours by carriage from Kazvin, which is thirty hours from Resht and eighteen hours from Tehran. (*See Routes I and II.*)

Kermanshah.—From Hamadan, by carriage two to three days ; by caravan five days. (*See Route III.*) From Baghdad, by carriage, four to five days ; by caravan eight to twelve days. (*See Route IV.*)

Sultanabad.—From Tehran, by carriage forty-eight hours ; by caravan eleven days. (*See Route XV.*)

Tabriz.—To Tiflis in the Caucasus, either via Baku (sixteen hours) or via Batum (twelve hours). From Tiflis there is a railway to Julfa on the Persian frontier ; the journey takes twenty-four hours. From Julfa a service of motor-cars runs to Tabriz (six to eight hours). A continuation of the railway is under construction. (*See also Route VI.*)

There is another route to Tabriz via Trebizond, Erzeroum, and Kizildizeh. It is a rough journey, takes about one month, and is seldom done by Europeans, though it is an important caravan route. (*See Route VII.*)

Meshed.—A steamer leaves Baku every evening at 8.0 and arrives at Krasnovodsk next morning at 11.30 (Fares : first-class 15 roubles, second-class 10 roubles). Thence by train to Askabad (sixteen hours) or Kakhka (twenty hours). From Askabad to Meshed takes fifty hours by carriage ; from Kakhka three to four days by caravan. (*See Route X.*)

Note.—In order to travel in Trans-Caspia, a special permit must be obtained from the Russian authorities. Application should be made for it two months before it is intended to start.

Seistan (Nasratabad).—From Meshed by caravan thirty days. (*See Route XX.*) From Quetta (train to Nushki and then caravan) the journey also takes about thirty days. (*See Route XXI.*)

(2) THE PERSIAN GULF PORTS AND SOUTHERN PERSIA.

The most direct route to Southern Persia is via Bombay and the Gulf. The journey from London to Bombay takes about fifteen days (overland to Marseilles).

From Bombay the boats of the British India Steam Navigation Company (9, Throgmorton Avenue, E.C.) run to Karachi (thirty-six hours) and thence to the Persian Gulf. The principal Persian ports are Bushire, Mohammerah, Bunder Abbas, Lingah and Jask. The voyage from Karachi to Lingah takes three days, to Bushire three and a half days, to Bunder Abbas five or six days, to Mohammerah five days, by the fast "B.I." boats.

Quarantine.—Passengers on arriving in a port from Karachi have to do five days' quarantine, but the time taken by the voyage counts, provided plague or cholera do not break out on board. It is advisable to take to the quarantine station bedding and whatever liquors may be required.

Passports.—As stated above a passport is necessary in order to enter Persia. If not obtained in London, they are issued by the Secretary, the Political Department, Bombay, and must be *viséd* at the Persian Consulate.

The principal towns in the south of Persia (other than the ports mentioned), best reached via the Gulf, are given below. The approximate duration of the journey and the usual route taken are indicated. Details as to the journey in Persia are given in Chapter XI (Notes on Some of the Principal Main Routes in Persia).

Shiraz.—Ten days by caravan from Bushire. (*See* Routes XIII and XII.)

Kerman.—Twenty-one days or more by caravan from Bunder Abbas. (*See* Routes XVII and XVI.)

Ahwaz.—Sixteen hours from Mohammerah by Karun river boats. (*See* Route XIV.)

CHAPTER XI.

NOTES ON SOME OF THE PRINCIPAL MAIN
ROUTES IN PERSIA.

- (1) Enzeli (Kazian)-Tehran—(2) Tehran-Hamadan—(3) Hamadan-Kermanshah—(4) Mohammerah-Kermanshah via Bagdad—(5) Tehran-Tabriz—(6) Julfa-Tabriz—(7) Trebizond-Tabriz—(8) Tehran-Meshed-i-Sar—(9) Tehran-Meshed—(10) Askabad-Meshed—(11) Tehran-Isfahan—(12) Isfahan-Shiraz—(13) Bushire-Shiraz—(14) Mohammerah-Ahwaz and Isfahan—(15) Tehran-Sultanabad and continuations to Hamadan and Kermanshah—(16) Tehran to Yezd and Kerman—(17) Bunder Abbas-Kerman—(18) Kerman-Meshed—(19) Yezd-Meshed—(20) Seistan (Nasratabad)-Meshed—(21) Seistan-Nushki—(22) Tehran to the Lar Valley.

BELOW will be found short notes on some of the principal routes in Persia. They are in each case the result either of personal experience or of that of other Europeans who have recently done the journey in question ; to them my best thanks are due for their assistance and advice. Every attempt has been made to give information that is as accurate and as up to date as possible. But conditions in Persia are constantly changing and the country has of late years been much disturbed. It is therefore impossible to give exact details on some points, and no responsibility can be accepted for all the statements made. Some routes in fact have been rendered unsafe for travellers ; before deciding on any particular one it will therefore be necessary to find out from the authorities whether it is wise to go by it or not. If it is not safe, some alternative route may be taken.

A list of stages (*manzil*) is given for each route. These have in many cases been fixed either by custom or necessity, and the traveller will not be able easily to

deviate from them. On other routes he can be more independent and choose his own stopping-places, but the choice will generally rest with the drivers or muleteers who are always influenced by considerations of fodder and water for their animals. However, villages and *caravan-serais* have their ups and downs, and wells and water sources may dry up, so that what is a good *manzil* to-day may be out of the question next year. It will therefore be evident that the journeys sketched below are specimen journeys, and that some of the stages given may already, or in the future, have to be changed.

General remarks on Persian roads will be found on p. 182, under the heading "Motor Cars."

The rough map at the end of the book may help those who are not familiar with the map of Persia to find their way about on it.

The total distances are given (approximately) in miles so as to convey at once an idea of the length of the journey. The intermediate distances are given in *farsakhs*, for drivers and muleteers will talk in terms of them. A *farsakh* is a variable distance, its length depending on the district and on the nature of the road. It is supposed to be the distance which a man mounted on a horse or a mule covers in an hour at a walk. It varies between three and four miles, and is here taken to be three miles and a half. Another commonly used and equally variable measure of distance is the *maidan* or *maidan-i-asf*. It is the distance which a horse is supposed to be able to cover at full gallop, and may be taken as 1,000 yds. The distances on the two Russian-made roads from Enzeli to Tehran and from Kazvin to Hamadan are given in *versts*, so as to correspond with the way bills. Eight *versts* are approximately equal to five miles.

The following abbreviations have been used :—

T.D.	...	...	Telegraph Office.	} Indo-European Telegraph Department.
T.O.	...	...	" Station with rest-room	
T.S.	...	...	Telephone Office	
C.R.	...	...	Caravanserai	
I.B.P.	...	...	Branch of The Imperial Bank of Persia.	
f.	...	...	<i>farsakh</i> .	

ROUTE I.—ENZELI (KAZIAN)—TEHRAN

(225 miles).

The journey is generally broken at Resht, and it will therefore be convenient to describe it in two sections.

(1) **Enzeli (Kazian)-Resht** (25 miles).—The traveller will not be allowed to go ashore until his passport has been examined and returned to him. He will then have to clear his luggage at the custom-house. Next he will have to transport it and himself to Resht.

For the traveller himself, the best and quickest way is to take a hackney carriage (small two horse victoria for two people or three at a pinch). There are generally carriages at Kazian waiting the arrival of the boats, and there is not often difficulty in obtaining one unless the boat is very crowded. To make quite sure, however, it is advisable to telegraph to Resht immediately on arriving at Baku for as many carriages as will be required, to be sent to meet the boat. If time is short the telegram should be marked "via Indo." The charge for a carriage thus sent from Resht is 95 *krans*, tolls included.

As to luggage, the simplest and quickest way is to hire carriages, fill them up with it and go with them to Resht. The alternative is to send it by water to Pir-i-Bazaar (a village several miles up the Enzeli lagoon), whence it is transported by road to Resht. This route is much cheaper but also much slower; further, in certain states of the weather it is impossible to use it. However, if the traveller arrives at Enzeli by 1 o'clock or 2 o'clock in the afternoon, and if he makes his arrangements quickly and the weather be favourable, his luggage should reach Resht late the same evening. The charge from Enzeli to Pir-i-Bazaar is 1 *kran* for every 10 *poods*. If there is enough luggage to make up a boat (*keraji*) load, the charge is less.

If anything goes wrong at Enzeli, the Director of Customs will be found most kind in solving difficulties.

When telegraphing to Consuls or Vice-Consuls the reply should always be prepaid. It is necessary to add

that the services of these gentlemen, while always at the disposal of the Englishman in difficulties, cannot be claimed to the extent described in these notes except by Government officials.

It is possible to arrange for a direct carriage from Enzeli to Tehran, but not always, and in any case never on mail days.

If the Vice-Consul has due notice, he can arrange for the immediate departure of travellers from Resht to Tehran, but not on the one day in the month when the *gholam* of H.M. Legation passes through. If a carriage and *fourgon* (waggon for luggage) are required, it is advisable to inform the Vice-Consul by telegram from Baku, giving the date of departure from Resht.

If travellers require a servant to meet them, and inform the Vice-Consul by telegram from Baku, one is sent to Enzeli to meet the steamer. The charge is 5 *tomans* (about £1) and if detained over two nights at Enzeli, 5 *krans* for every additional night. The servant returns to Resht on the box seat of the carriage, otherwise his fare or expenses back must be paid by the traveller.

The road from Enzeli to Resht has a good surface and is quite level. Tolls have to be paid just outside Resht. The drive takes three hours and a half.

Resht is an important town with large bazaars. There are a British Vice-Consul, a branch of The Imperial Bank of Persia, and post and telegraph offices. It is usual to stay there a night or two before continuing the journey, while resting, engaging a carriage and making other preparations. Nothing much in the way of hotels need be expected. The Hôtel d'Europe is the best. If a stay is made at Resht, it is advisable to take 10 grs. of quinine a day ; there is much malaria in the districts outside the town.

(2) **Resht-Tehran** (200 miles).—This road was made and is kept up by the Russians. Resht is at sea-level, Tehran 3,800 ft. above it. The road in its course crosses the Elburz range of mountains. The pass is 4,500 ft. above the sea. The first three stages are

level, the road is generally deep in mud. At Safeed Keteleh the road begins to rise gradually, and the surface is drier and better. At Rustamabad the ascent becomes steeper. At Rudbar the trees are left behind. At Manjil the river (Safeed Rūd) which has been followed so far, is crossed by a suspension bridge. The road follows an up and down course but always rises. From Manjil it is steeper. Between Paichenar and Uzbashchai is the steepest part, there are several hills of 1 in 4 to 1 in 8, and some sharp bends. At Bekendeh the top of the pass and the Persian plateau are reached. There is a gradual descent to Kazvin (4,000 ft.), and then an almost level road across the plain to Tehran. The road is open all the year round, but may be blocked in winter for a few days at a time by snow, between Bekendeh and Boinek, and anywhere in the mountains by falls of earth and rock.

There is a regular carriage service with relays of horses, and a motor-car service is projected. Europeans never travel by caravan on this road. The rest-houses offer fair accommodation; they are furnished, and in fact they are the best in Persia, but it is essential for the traveller to have his own bed and bedding. Food is provided at a fixed rate. Except at Kazvin nothing much more than eggs, chickens, rice, and native bread can be obtained, so that the traveller will do well to provide himself with anything else that he may want before leaving Resht. The usual thing is to drive straight through to Tehran; the journey then takes about fifty hours, but may be done in much less. If it is decided to stop for the nights at rest-houses, the journey will take at least four long days, Tehran being reached on the fourth night. It is well then to have a cook sent down from Tehran to Resht for the journey up. If he travels on the luggage waggon, he should go ahead to prepare meals. Travelling in this way it was found convenient to stop at Manjil, Uzbashchai and Kishlak, but the traveller will vary the journey as he likes. It is impossible to name the best rest-houses, for a house may be clean for a time

and then become neglected. That at Kazvin is perhaps the worst on the road. There is a telephone line all the way, and food which takes time to prepare (such as rice) may be ordered in advance. The *naib* at each rest-house should be made to telephone to the next for horses to be got ready; thus delays will be avoided. Heavy rain is possible for the first few stages at all times of the year. During the day a sun hat will be required, and it is a good thing to have tinted spectacles.

It should be noted that the Persian telegraph is very slow, and that telegrams despatched when leaving Resht have arrived at Tehran after the sender.

The following rules are printed on the back of the *laskarreh* in Russian, French and Persian :—

(1) The wait at each stage should not exceed twenty-five minutes.

(2) Rate for carriages 7 to 10 *versts*, for diligences and *fourgons* 5 to 7 *versts*, per hour. On dark nights in the mountainous parts 5 *versts* should not be exceeded.

(3) If there are no horses ready at the end of the stage, the traveller must wait four hours while his tired horses are being fed and rested. In this case he is provided with a room free of charge.

(4) The post and persons on official business have precedence.

(5) The charges for rooms and food are posted up in each rest-house.

(6) Horses cannot be changed for those of another carriage between stages, without the permission of the traveller.

(7) One passenger with two *poods* (72 lb.) of luggage may have a carriage with two horses. Two passengers with two *poods* of luggage must have three horses. When there are more than two passengers they must have four horses. In any case between Safeed Keteleh and Boinek, and between Ab-i-Garm and Mahnian (*vide* Route II), passengers must have four horses.

The tariff from Resht to Tehran is approximately as follows :—

	<i>Krans</i>	Toll <i>Krans</i>
Landau or coupé (<i>kaleski</i>) for 4 passengers, with 4 horses	674	59
Victoria (<i>durushki</i>) for 3 passengers, with 4 horses ...	619	59
" " for 2 " " 3 " ...	531	59
<i>Fourgon</i> for luggage (975 lb.) ¹ with 4 horses ...	573	59
Post-waggon—I passenger with 1 <i>pood</i> (36 lb.) of luggage	133	—
Luggage allowance in landau—I passenger, 5 <i>poods</i> (180 lb.)		
" " " 2 passengers, 4 " (144 ")		
" " " 3 " 3 " (108 ")		
" " " 4 " 2 " (72 ")		
Excess luggage, 2·75 <i>krans</i> per <i>mān</i> (6½ lb.)		
Luggage sent by post-waggon, 2·75 <i>krans</i> per <i>mān</i> .		

N.B.—The above are the charges, &c., of the *present* road company. It does not provide two-horse carriages.

The stages with their lengths and the approximate time taken by each, are given below. Recently several intermediate stages have been made, and their names do not appear on the *taskarreh*.

Stage	<i>Versts</i>	Total <i>Versts</i>	Hrs. Min.	
Enzeli (Kazian) to—				
1. Resht ...	38	38	3 30	Population 30,000, British Vice-Con- sulate. I.B.P.
2. Doshambeh Bazaar (Sangar)	13	51	1 00	—
3. Kuhdum ...	12	63	1 20	—
4. Safeed Keteleh ...	9	72	1 00	Mountain section begins.
5. R u s t a m a b a d (Jamshidabad)	19	91	3 00	—
6. Rudbar ...	15	106	2 00	—
7. Manjil (Bahmana- bad)	12	118	1 30	—
8. Bala Bala	10	128	1 30	—
9. Pa-i-chenar	15	143	1 45	—
10. Mollah Ali	12	155	1 30	—
11. Uzbashchai	17	172	2 00	Good rest-house.
12. Bekendeh	11	183	1 30	Top of pass (4,500 ft.).
13. Boinek ...	15	198	2 00	—
14. Nizamabad	12	210	1 20	—
15. Kazvin ...	15	225	1 40	Population 40,000. I.B.P. Road to Hamadan branches off.

¹ One *khawar* and a half.

Stage		<i>Versts</i>	Total <i>Versts</i>	Hrs.	Min.	
16. Kevendeh	...	22	... 247	...	2 30	...
17. Kishlak	...	23	... 270	...	2 30	...
18. Hishmatabad	...	11	... 281	...	1 20	...
19. Yengimam	...	13	... 294	...	1 30	Good rest-house.
20. Hissarek	...	20	... 314	...	2 00	...
21. Kalak	...	12	... 326	...	1 30	...
22. Shahabad	...	13	... 339	...	1 30	...
23. Tehran	...	22	... 361	...	2 00	...

Tehran is the capital of Persia and the seat of the central government. Its population is about 250,000, and is made up of Persians (Mohammedans), Zoroastrians (Parsees or Gabrs) 680, Armenians 3,000, and Jews 5,000. The European colony numbers about 700. The four largest colonies are the Russian, English, French and Belgian, in that order. They form about half the whole European community. All the larger Western nations have Diplomatic or Consular representatives. His Majesty's Minister and Consul-General resides at Tehran.

The British colony numbers about 150 members; it is made up of the staffs of His Majesty's Legation, of the Indo-European Telegraph Department, of the Indo-European Telegraph Company, and of The Imperial Bank of Persia, with a few representatives of commercial firms.

The American colony numbers about thirty members. An English service is held in the American Mission Church at 11 a.m. on Sunday mornings, from October to May.

The "Hôtel de France" and the "Hôtel de Paris" are the two best hotels; after them comes the "Hôtel d'Europe." There is a European Club ("Club de Téhéran") where rooms and meals can be had.

Tehran did not become the capital of Persia until some 120 years ago. It has little of architectural or archæological interest to show. The Palace should be seen, with the Peacock Throne and the court jewels (permission to view has to be obtained from the Minister of the Court, through a Legation). In the Negaristan (now a school), there are a fine mural painting and the

ruins of the bath of Fath Ali Shah. The painting represents the Shah with his court receiving Malcolm, Jones Ousely and Gardanne. The *bazaars* of Tehran are very extensive and worth several visits ; bargains in "antiques" will, however, not be found there ! There is one fine (modern) mosque, the Masjid-i-Sipah Salar, but Christians are not allowed to enter mosques in Persia.

The most interesting object in the environs are the ruins of Rhey, near the village of Shah Abdul Azim, six miles south of Tehran, and the terminus of the short line of railway which connects it with the capital. Near by is the *dakmeh*, or "tower of silence," where the Parsees expose their dead.

ROUTE II.—TEHRAN—HAMADAN (230 miles).

The **carriage road** (356 *versts*) is via Kazvin (*vide* Route I). The road from Kazvin is the best in Persia ; there are good rest-houses and relays of horses. Supplies are scanty, more so than on the Resht road. In winter the road may be blocked by snow for a few days at a time between stages 11 and 13. The road is in the hands of the same company that manages the Enzeli-Tehran road. The journey takes about forty-eight hours travelling day and night.

Approximate tariff :—

	<i>Krans</i>	Toll <i>Krans</i>
Landau or coupé (<i>kaleski</i>) for 4 passengers with 4 horses	732	74
Victoria (<i>durushki</i>) for 3 passengers with 4 horses	... 677	74
" " for 2 " 3 "	... 555	74
<i>Fourgon</i> for luggage (975 lb.) with 4 horses	... 643	74
Post-waggon—I passenger with 36 lb. luggage	... 163	—

For other details see the tariff given for the Resht-Tehran road.

Stage	<i>Versts</i>	Total <i>Versts</i>	
Tehran to—			
8. Kazvin	... — ...	136	... (<i>Vide</i> Route I.)
9. Kiak ...	... 27 ...	163	...
10. Navend	... 29 ...	192	...

Stage.	Versts	Total Versts	
11. Ab-i-Garm ...	28 ...	220 ...	Ascent of Karaghan mountains begins.
12. Aveh ...	21 ...	241 ...	—
13. Mahnian ...	22 ...	263 ...	Top of pass at Sultan Balak, an hour and a half from Aveh.
14. Sirab ...	19 ...	282 ...	—
15. Kheltava ...	27 ...	309 ...	—
16. Aghabulagh ...	25 ...	334 ...	—
17. Hamadan ...	22 ...	356 ...	Population 35,000. British Vice-Consulate. I.B.P.

Hamadan is the old Ecbatana, once the capital of Persia. What are said to be the tomb of Esther and Mordecai, and the ruins of Esther's palace, are shown. The grave of Avicenna may also be seen, and a carved lion of the time of Darius. At about a *farsakh* from the town is the Ganj-Nameh, a rock tablet with cuneiform inscriptions telling of the deeds of Darius. The tribespeople believe that Shem was buried on the summit of Mount Alvand (12,000 ft.) and show the place.

The **caravan road** (190 miles) is via Robat Kerim. The journey takes twelve days. Carriages have been driven over this road. Accommodation in *caravanserais*. Ordinary supplies.

Stage	Farsakhs	
Tehran to—		
1. Kulmeh ...	5 ...	—
2. Robat Kerim ...	2 ...	A large village with plentiful supplies.
3. Rahimabad ...	7 ...	—
4. Khaniehabad ...	2 ...	—
5. Kushgek ...	7 ...	—
6. Shamarin ...	6 ...	—
7. Novaran ...	4 ...	Town of 2,000 inhabitants. Plentiful supplies.
8. Marek ...	5 ...	—
9. Zarreh ...	4 ...	—
10. Bibikabad ...	5 ...	—
11. Surkhabad ...	6 ...	—
12. Hamadan ...	2 ...	—

ROUTE III.—HAMADAN—KERMANSHAH.

There are three routes :—

(1) The post road (180 miles). It follows the Hamadan—Sultanabad road as far as Dizabad near Husseinabad (*see* Route XV, stage 18, and footnote). At Dizabad it branches off to Dowletabad and Kangavar. Travelling day and night the journey may be done in forty-eight hours.

Stage Hamadan to—		<i>Farsakhs</i>			
1. Dowletabad	...	...	16	...	Road rough in places.
2. Kangavar	...	...	15	..	Road rough in places. At Kangavar the Governor is always pleased to put up European travellers.
3. Sahneh	...	...	5	...	Road very rough, crosses steep Bidisurkh pass.
4. Bisitun	...	...	4	...	The rock carvings are visible from the road.
5. Kermanshah	...	...	6	...	Population 65,000. British Consulate. I.B.P.

(2) A more direct route (about 120 miles) which follows the Burujird road as far as Tazbandi (6 *farsakhs*), thence via Hamilabad (6 *farsakhs*) to Kangavar (8 *farsakhs*). Used by travellers who are driving the same horses right through. The journey takes five days.

(3) The caravan road (104 miles) runs over the mountains (Mount Alvand) via Assadabad (6 *farsakhs*) to Kangavar (5 *farsakhs*) where it joins the carriage road. In winter the Assadabad pass is sometimes made dangerous by snow or blizzards. The journey generally takes five days, though it can be done in four. Ordinary supplies. This journey has recently been done in a carriage. The road requires very little improvement to make it suitable for wheeled traffic. It is obviously much the most direct route of the three. The journey took two days and a half, using the same horses all through.

ROUTE IV.—MOHAMMERAH-KERMANS SHAH via BAGDAD.

The voyage by the British India boats from Karachi to Mohammerah takes four days and a half. From there it is continued up the river Shatl Arab for two hours to the Turkish port of Basra. Here five days' quarantine are enforced, but it is possible to escape them by booking from Karachi to *Mohammerah* and taking a native boat from there to Basra. From Basra to Bagdad the journey is continued, at first on the Shatl Arab and then on the Tigris, in one of the boats of the Euphrates and Tigris Steam Navigation Company. There are six sailings a month. The voyage up-stream takes five days, down-stream three days and a half.

From Bagdad to Kermanshah (236 miles) the traveller can go by carriage or caravan. The road is the same for either; it crosses the Persian frontier between Khanikin (Turkey) and Kasr-i-Shireen (Persia), where passports and luggage are examined. It is usual to drive as far as Khanikin, but from there on the road is very rough, and it is advisable to ride; still carriages are often driven from Khanikin to Kermanshah. At Bagdad a carriage and horses can be hired to Khanikin for about six Turkish pounds, or else an *arabaneh* (a kind of diligence) which is preferable if the traveller has much luggage. The journey takes two to three days. From Khanikin to Kermanshah a carriage and four horses can be hired for about 70 *tomans*. The journey takes about three days if travelling by day only. Accommodation very poor. Supplies limited.

The journey by caravan takes about twelve days.

Stage		<i>Farsakhs</i>				
Bagdad to—						
1. Khan-i-Saad	...	...	3	...	Road very good for first threestages, but very heavy in wet weather.	
2. Badkubeh	...	...	4	...	—	
3. Shahraban	...	...	6	...	—	
4. Kizil Robat	...	...	6	...	Very good <i>caravanserai</i> .	
5. Khanikin	...	...	5½	...	Turkish Custom House.	

Stage		<i>Farsakhs</i>		
6. Kasr-i-Shireen ...	...	6	...	Persian Custom House.
7. Sar-i-Pul ...	...	5	...	The ruins here are very interesting. The <i>caravanserai</i> is very bad. There is better accommodation at Pa-i-Taq.
8. Surkhez-Dizeh...	...	4	...	Between Pa-i-Taq and this village there is the Taq-i-Gerreh pass with a steep ascent from Pa-i-Taq.
9. Karand...	...	4	...	—
10. Harunabad ...	...	6	...	—
11. Mahidasht ...	...	6	...	The Naal Shikan pass is crossed in this stage. <i>Caravanserai</i> very bad, better to sleep in native house.
12. Kermanshah ...	...	4	...	Population 65,000. British Con- sulate. I.B.P.

ROUTE V.—TEHRAN—TABRIZ

(360 miles).

The route generally preferred between these two towns is via Enzeli, Baku, Tiflis, and Julfa. This journey takes six to seven days, and is quicker and not more expensive than the direct journey by carriage.

The carriage and caravan route is via Kazvin and Zanjan, and follows the Resht-Tehran road as far as the former town (*vide* Route I).

Carriage: There are relays of horses as far as Zanjan. From Zanjan to Tabriz there are no relays, but a carriage and horses may be hired and driven through, except in winter, when the traveller must ride *chappar* (*vide* p. 44). There are two difficult passes between Zanjan and Tabriz, otherwise the road is good.

Times: Tehran to Zanjan, carriage ... 3 days.

Zanjan „ Tabriz „ ... 5-6 „

„ „ „ *chappar* ... 4 „

Tehran „ Tabriz caravan ... 16 „

A carriage with four horses from Tehran to Tabriz costs about 150 *tomans*.

Stage	<i>Farsakhs</i>				
Tehran to—					
8. Kazvin ...	(23)	...	...	...	(<i>Vide</i> Route I.)
9. Kirveh ...	9	...	...	...	—
10. Sultanieh ..	9 $\frac{1}{4}$	...	...	...	—
11. Zanzan ...	6	...	...	...	—
12. Nikhbey ...	4 $\frac{3}{4}$	...	...	...	—
13. Sarchem ...	5 $\frac{1}{4}$	...	...	...	—
14. Mianeh ...	5 $\frac{1}{2}$	...	...	...	Kafan Kuh Pass in this stage. The “Mianeh bug” (<i>gharib gez</i>), a tick which causes fever by its bite, infests buildings in this place.
15. Turkomanchai ...	8	...	...	...	
16. Yussufabad ...	7	...	...	...	
17. Tabriz ...	6 $\frac{1}{2}$	...	...	...	
					Shibli Pass in this stage. Population 200,000. British Consulate General. I.B.P. Office of Indo-European Telegraph Company.

ROUTE VI.—JULFA (Russian)—TABRIZ

(80 miles).

Julfa is a Russian frontier town and the terminus of the railway from Tiflis.

There is a regular service of motor cars to Tabriz. Seats should be engaged by wire from Tiflis.

The journey takes from six to eight hours. The cars at present leave Julfa on Mondays, Wednesdays, and Saturdays. The fare is 70 *krans*. The charge for luggage is 5 *krans* for 1 *pood* (36 lb.), and 10 *krans* for each additional *pood*. A carriage may be hired for the journey; it will take sixteen hours and cost 20 to 25 *tomans*.

A concession has recently been granted to a Russian group for the building of a railway from Julfa to Tabriz, with an extension to the Lake of Urmiah.

ROUTE VII.—TREBIZOND—TABRIZ

(500 miles).

This is an important caravan route, for, when sent by it, goods entering North-west Persia escape Russian Customs duty. It is, however, seldom used by European travellers, who always reach Tabriz via Tiflis and Julfa. It is possible to drive from Trebizond to Erzeroum (five to six days; cost of carriage about 80 *tomans*). From Erzeroum to Awajik on the Persian frontier (100 miles) it is necessary to ride; each horse costs about £4T for the distance: three would be the minimum if travelling with a servant. From Awajik to Khoi it is again necessary to ride, but from Khoi to Tabriz the traveller can drive if he wishes. There are no relays of carriage horses. Anyone entering Persia by this route would do well to consult Mr. M. Minassiantz, of Trebizond, about ways and means.

Curzon gives the following stages and distances (in *farsakhs*): Trebizond-Djevizlik (6), Khamsikeui (5), Ardassa (8), Gumuskhaneh (5), Murad Khan (5), Kadrak (5), Baiburt (6), Kop Dag Khan (6), Ash Kaleh (9), Ilidja (8), Erzeroum (3), Hassan Kaleh (6), Amrakum (5), Deli Baba (6), Tayar (5), Mullah Suleiman (7), Kara Kilissa (7), Tashlitchai (5), Diadin (6), Kizildizeh (5), Ovadjik (Persian frontier) (5), Karaaine (7), Zorova (6), Pereh (6), Khoi (3), Seyed Haji (5), Tessieh (6), Diza Khalil (7), Mayana (6), Tabriz (3).

ROUTE VIII.—TEHRAN to MESHED-I-SAR
(140 miles) **via IMAM ZADEH HASHIM and AMOL.**

Meshed-i-Sar is the port of Barfarush, an important town in Mazandaran near the Caspian. It is the point on the the Caspian nearest to Tehran in point of distance. From it steamboats run to Enzeli (forty hours), Baku, Bunder Gez, the port of Astarabad (eleven hours), and Krasnovodsk (thirty-six hours).

The road is one of the principal routes from the Tehran district into Mazandaran ; it crosses the Elburz by the steep Imam Zadeh Hashim pass, and is not suitable for wheeled traffic. There is an easier but longer route via Firuz Kuh, generally followed in winter. Heavy rain may be met with at any time of the year, and in winter the roads in Mazandaran become almost impassable. April, May, June, and July are the best months for the journey. Accommodation may be had either in *caravan-serais* or native houses at all the stages, but it is advisable to travel with tents. Ordinary supplies. The journey takes about a week travelling easily.

Stages Tehran to—		<i>Farsakhs</i>				
1. Avangilek	...	...	8	...	...	Leave city by Shimran gate, go east to Surkhessar where road turns north-east.
2. Palur	...	...	5	...	...	Imam Zadeh Hashim Pass in this stage. Good camping ground by River Haras.
3. Shanghal Deh	...	...	5	...	...	—
4. Aliabad	...	...	5	...	...	Half way from here to Stage 5 the forest begins.
5. Ammarat	...	...	4	...	...	From here to Stage 7 there is an alternative route via Firuz Kaleh, which is a <i>farsakh</i> shorter.
6. Amol	...	...	4	...	...	—
7. Barfarush	...	...	6	...	...	Population 50,000.
8. Meshed-i-Sar	...	...	4	...	...	—

From Barfarush to Bunder Gez, the port of Astarabad, the stages are : Sari (4 f.), Ashraf (7 f.), Bunder Gez (7 f.). From Ashraf to Astarabad the stages are : Gelugah (5 f.), Astarabad (7 f.).

ROUTE IX.—TEHRAN—MESHED

(560 miles).

Instead of undertaking the long drive or caravan journey, many travellers prefer to travel between these two towns via Baku and Krasnovodsk. This takes very little longer and is not more expensive (*vide* p. 82). Latterly also the insecure condition of the road has from time to time made it advisable to follow this route.

Generally speaking the road is not mountainous and it is suitable for wheeled traffic. It is open all the year round. Accommodation in *caravanserais*. Ordinary supplies. The water at most of the stages is brackish. There are relays of horses at the different stages. The carriage and caravan roads are the same.

Tariff :—

					Days	Cost. <i>Krans</i>
Carriage for 3 persons with 4 <i>māns</i> luggage, each	...	...	...	...	5—7	1,500
„ 4 „ 4 „ „	...	...	...	...	5—7	2,000
Diligence for 8 „ 4 „ „	...	...	...	...	12—15	2,000
Post-waggon—each person	}	with 5	„	„	5—7	160
Caravan—per mule						
...	...	...	...	...	22—25	100—120

Stages

Farsakhs

Tehran to—

1. Khatanabad	...	XO	...	5	...	Carriage stage = X.
2. Sharifabad	...	X	...	2	...	Caravan „ = O.
3. Omar Kaleh	...	X	...	2½	...	—
4. Awan-i-Kaif	...	XO	...	2½	...	—
5. Kishlak	...	XO	...	5½	...	—
6. Aliabad (Khar)	...	X	...	2½	...	Post Office.
7. Dehnamak	...	XO	...	3½	...	—
8. Abdullabad	...	X	...	3	...	Supplies limited.
9. Lasgird..	...	XO	...	3	...	—
10. Surkheh	...	X	...	2	...	—
11. Semnan	...	XO	...	4	...	Post Office. Between Stages 11 and 14 a range of hills of easy gradient is crossed. Ahuan is the highest point. Snow drifts and cold winds may be met with from November to March.
12. Chast Khoran	...	X	...	4	...	Supplies very limited.
13. Ahuan	...	XO	...	3	...	Supplies limited.
14. Ghoosheh	...	XO	...	6	...	—
15. Dowletabad	...	X	...	3	...	—
16. Damghan	...	XO	...	3	...	Post Office. Road to Bunder Gez.
17. Mehman Dust	...	X	...	3	...	—
18. Deh-i-Mullah	...	XO	...	3	...	—
19. Shahrūd	...	XO	...	4	...	Post Office. Road to Bunder Gez.
20. Farrashabad	...	X	...	6	...	Accommodation not sufficient for caravans under cover. Stage can be broken here in camping-out weather.
21. Mayamayr	...	XO	...	6	...	—

Stages		<i>Farsakhs</i>		
22.	Kaleh Taghi ...	X	... 3½	...
23.	Miandasht ...	XO	... 3	...
24.	Abbasabad ...	XO	... 6	...
25.	Sadrabad ...	X	... 3	...
26.	Mazenān ...	XO	... 3	...
27.	Sūtkhar ...	XO	... 4	...
28.	Rivand ...	XO	... 4	...
29.	Sabzewar ...	XO	... 4	...
				Town with Post Office and abundant supplies.
30.	Zafaranieh ...	XO	... 6	...
31.	Shūrab ...	XO	... 6	...
32.	H a s s a n a b a d	X	... 4	...
	Kharabi			
33.	Nishapūr ...	XO	... 2½	...
				Town with Post Office and abundant supplies. The tomb of Omar Khayam is here. The famous turquoise mines at Madan are 10 <i>farsakhs</i> to the north-west.
34.	Ghadamgah ...	XO	... 5	} Between Stages 34 and 36 snow and high winds may be met with in winter.
35.	Kaleh Vazir ...	X	... 3	
36.	Fakhrīdāood ...	XO	... 4	
37.	Sharīfabad ...	XO	... 3	
38.	Hauz-i-Mohammed Ramazan	X	... 3	...
39.	Meshed ...	—	... 3	...
				Population 80,000. British Consulate General. I.B.P. T.D. Meshed is famous for the shrine of the Imam Reza. To the Mohammedan its sanctity ranks next after Mecca and Kerbelah.

ROUTE X.—ASKABAD—MESHED

(177 miles).

Askabad is a station on the Trans-Caspian railway fifteen hours from Krasnovodsk, and is seven and a half and eight *farsakhs* by road from the Russian and Persian frontier villages of Gaoudan and Bajgiran respectively. The road is suitable for wheeled traffic and there are usually relays of horses at the different stages. Accommodation in *caravanserais*. The journey by carriage, travelling by day only, takes five days, or fifty hours travelling night and day. It costs about 40 *tomans*.

Europeans do not travel caravan on this route, but

they occasionally go on to Kakhka instead of leaving the railway at Askabad, and then journey to Meshed by caravan. The distance is ninety miles and can be covered in five stages.

Stages Askabad to—		<i>Farsakhs</i>			
1. Gaoudan or	...	...	7½	}	... Hilly. Supplies abundant.
Bajgiran	...	...	8		
2. Imam Kuli	...	...	7½	}	... Level. Supplies scanty.
3. Kuchan	...	...	7		
4. Chinaran	...	...	12½		
5. Meshed	...	...	10		

ROUTE XI.—TEHRAN—ISFAHAN

(290 miles).

This is the first section of the main road from Tehran to Bushire. The other sections are Isfahan to Shiraz (Route XII) and Shiraz to Bushire (Route XIII). At varying intervals along the whole road the Indo-European Telegraph Department has rest-rooms. They are either in the telegraph or telephone stations or in *caravanserais*. They are partly furnished and a *farrash* is in attendance. By the courtesy of the Department, European travellers are allowed to use these rooms on obtaining permission to do so from the Superintendent of the Section in question. At Tehran application should be made to the Director of the Department. (*See also* p. 45.)

This section is suitable for wheeled traffic. The carriage and caravan routes are the same as far as Kashan, where they part to join again at Murchikhurt.

The carriage route 290 miles) via Natanz (it does not actually touch the town) is open all the year. It crosses low mountain ranges between stages 1-3, 4-6, 8-10, 15-19. Surface on the whole good, except, as usual, near towns. Sandy desert stages 12-15. Relays of horses at the stages. Rest-rooms (partly furnished) as far as Kum : from there on *caravanserais* at most of the stages. Ordinary supplies at most of the stages ; water brackish in many places. Travelling day and night the journey takes 3-4 days.

Approximate tariff :—

						To Isfahan <i>Krans</i>	To Sultanabad <i>Krans</i>
Landau or Coupé	} for 4 passengers with 20 <i>māns</i> of luggage					1,200	... 600
Victoria	3	15	...	...	...	1,037	... 600
Diligence	8	40	...	...	...	1,280	... 768
Post-waggon per person	5	...	...	...	...	100	... 60
Luggage in carriage, excess per <i>mān</i>	...	...	...	...	...	10	... 6
„ by post	...	...	...	...	...	3.50	... —
„ by slow waggon	...	...	...	...	...	2.50	... 1.25

Travellers have in addition to pay a small road-tax.

Stages	<i>Farsakhs</i>				<i>Hrs. Min.</i>	
Tehran to—						
1. Karizek ...	...	4	...	2	0	Leave town by Shah Abdul Azim gate. Village of same name at 2 f. Ruins of Rhey close by.
2. Hassanabad	...	3	...	2	0	Supplies plentiful.
3. Rudkhaneh Shur...	2	...	...	...	...	Horses changed. No accommodation.
4. Kaleh Mohammed	—					
Ali Khan		3	...	3	0	Supplies limited.
Aliabad ...	...	—	...	...	...	T. S. Supplies plentiful.
5. Kushk-i-Nusrat ...	4	...	3	0		No supplies. Steep gradients and rough road.
6. Manzarieh	...	4½	...	3	0	—
7. Kum ...	...	4	...	3	0	Population 35,000. T.O. Kum is next in sanctity to Meshed by reason of the mosque and shrine of Hazrat-i-Fatimah.
8. Passangan	...	4½	...	3	0	Road very bad after rain.
9. Shurab ...	...	3½	...	2	0	Accommodation bad and supplies limited.
10. Sinsin ...	...	3½	...	2	0	Accommodation bad and supplies limited.
11. Nasrabad ...	...	3½	...	2	0	—
12. Kashan ...	...	3½	...	2	0	Population of 30,000. T. O. Caravan road branches off here over the Kohrūd Pass. Roads near Kashan bad, especially after rain.
13. Gez ...	...	3	...	2	30	Accommodation bad. No supplies.
14. Mohammedieh	...	3	...	2	30	„ „ „ „
15. Dehabad *	...	5	...	4	0	T.S. Much sand stages 12-15.
Bād ...	...	—	...	...	...	Mill on outskirts of village gardens.

* The post-house is now at Dehabad, not at Khalidabad as formerly; carriages go direct from Dehabad to Khafr via the mill at Bād. (*See also* Route XVI.)

	Stage		<i>Farsakhs</i>		<i>Hrs. Min.</i>	
16.	Khafr ...	...	4	...	3 30	Small village.
	Natanz ...	...	—	...	...	A small town with plentiful supplies, $1\frac{1}{2}$ miles to west of road.
17.	Imamzadeh	...	4	...	2 0	Small village.
18.	Tarkh ...	...	4	...	2 30	Large village.
19.	Nizamabad	...	4	...	2 0	Stable only. Water very salt.
20.	Murchikhurt	...	4	...	2 30	Caravan road comes in here, also the alternative route from Kum. Large village. Supplies abundant. Water brackish.
21.	Bagherabad	...	3	...	2 0	No accommodation or supplies.
22.	Gez ...	...	3	...	2 0	—
23.	Isfahan ...	...	3	...	2 0	Population 80,000. British Consulate-General. T.D. I.B.P. Road near town bad, especially after rain. One of the finest cities in Asia 300 years ago, there is still much that is beautiful and interesting to see.

Caravan Route (250 miles : twelve days) via the Kohrūd Pass, 7,200 ft.—By this route the monotonous sandy desert outside Kashan is avoided. The scenery of the pass is very fine. Deep snow in winter. The stages from Kashan are : Qabrabad (4 f.), Kohrūd ($3\frac{1}{2}$ f.), Soh (5 f.), and Murchikhurt (7 f.), where the road joins the carriage road again.

Alternative Route (270 miles).—From Kum to Murchikhurt there is an alternative route which runs to the west of the Kohrūd, and is highly spoken of by those who have used it. It is a good carriage-road, but of course there are no relays of horses. Supplies are abundant. The stages are : Dehgan (4 f.), Naizar (4 f.), Dilijan (7 f.), Robat Turki (6 f.), Mehme (9 f.), Murchikhurt (9 f.). This is the best route for motor cars.

ROUTE XII.—ISFAHAN—SHIRAZ

(300 miles).

The road is passable for wheeled traffic, but the surface is bad from Stage 8 on. Its altitude is high throughout (5,000 to 8,000 feet), and in winter deep snow may be met with between Stages 9 and 11. The

ford across the river Polwar between Stages 14 and 15 may be impassable for some days at a time in the spring and the autumn.

The carriage and caravan routes are the same as far as a point one *farsakh* south of Dehbeed, where they separate. The carriage road makes a *détour* to the east so as to avoid the narrow and difficult gorge called the Tang-i-Bulaghi, where caravans can pass one another at certain places only. The two roads join again at Kawamabad.

The Carriage Road.—There are relays of horses in normal times. The journey could then be done in five days. Ordinary supplies. Accommodation in telegraph rest-houses and *caravanserais*.

Stages	<i>Farsakhs</i>				
Isfahan to—					
1. Kaleh Shur (Marg)	...	3½	...	...	Water brackish.
2. Mahyar...	...	6	...	...	—
3. Kumishah	...	5½	...	...	T. S.
4. Maksud Begi	...	4½	...	...	—
5. Yazdikhast	...	7	...	...	Lies in a ravine into which there is a steep descent.
6. Shulgistan	...	7	...	...	—
7. Abadeh...	...	6	...	...	T. O. Large village with plentiful supplies.
8. Surmak...	...	4½	...	...	—
9. Khan-i-Khoreh	...	8	...	...	C. R. No water. Supplies scarce.
10. Dehbeed	...	5½	...	...	T. O. 7,500 ft. "The coldest place in Persia."
11. Abbasabad	...	5	...	...	—
12. Ghadirabad	...	5	...	...	—
13. Saadatabad	...	4	...	...	—
14. Kawamabad	...	3	...	...	—
15. Sivand ...	...	2	...	..	T. S.
16. Kenareh	...	4½	...	...	—
17. Zarghan	..	5½	...	...	—
18. Shiraz ...	...	6	...	...	Population 50,000. British Consulate. T.D. I.B.P. Shiraz is one of the most beautifully situated towns in Persia. Near it are the tombs of Hafiz and of Saadi, Persia's most famous poets.

Caravan Route.—The stages between Dehbeed and Sivand are : Khaneh Kergan (4 f.), Meshed-i-Murghab (4 f.), Sivand (8 f.); or Khaneh Kergan to Deh-i-Noh (5 f.), to Sivand (7 f.). The road via Deh-i-Noh is the one usually taken.

On either side of the road between Ghadirabad and Kenareh are scattered the famous Achoemenian and Sassanian remains.

(1) The ruins of Passargadae are between the carriage and caravan roads, south-west of Ghadirabad and south-east of Meshed-i-Murghab.

(2) The tomb of Cyrus, or of Solomon's mother as Persians have it, is close to the village of Masjid-i-Mader-i-Suleiman, which is 2 *farsakhs* from Meshed-i-Murghab.

(3) The Naksh-i-Rustam is at Hajiabad, a village about 3 *farsakhs*, south of Sivand.

(4) The ruins of Persepolis, Takht-i-Jamshid, are 2 miles east of Kenareh, and the traveller who wishes to explore them should have his head-quarters at that village.

Still other remains (Sassanian) may be seen at Shahpūr, near Kazarūn (*see* Route XIII.).

ROUTE XIII.—BUSHIRE—SHIRAZ

(180 miles).

Bushire is a town of 35,000 inhabitants, and an important port in the Persian Gulf. It is built on what is almost an island, the only connection with the mainland being a low-lying strip of sand (the Masileh). Bushire is three days and a half from Karachi by the mail boats of the British India Line : they call at Muscat on the way. There is no harbour ; large ships have to cast anchor 5 to 7 miles from the shore. The town is further important as the starting point of one of the two great trade routes which lead from the Persian Gulf into the interior. The other is the Ahwaz-Isfahan road. They meet at Isfahan, whence there is a main road to Tehran and on to Enzeli on the Caspian.

On arriving at Bushire from Karachi passengers have to go into quarantine for at least two days. They should take bedding to the station. They can obtain all their meals there by giving notice to the caretaker, but should take with them from the steamer what they intend to drink.

His Majesty's Resident in the Persian Gulf lives at Bushire. The staffs of the Residency, with those of the Persian Gulf section of the Indo-European Telegraph Department, and of The Imperial Bank of Persia, and the representatives of some trading firms, make up the British Colony.

The Bushire road is one of the most difficult in Persia ; it crosses several steep and rough mountain passes (the Kotals) before reaching the great central plateau, and is fit for caravan animals only. The first three stages are flat and a carriage may be driven as far as the foot of the mountains. Carriages may be hired in Bushire. The track through the mountains may be blocked by snow for a few days at a time in the winter (November to March). The road is not only difficult, but it has been made unsafe during the greater part of the last three years (especially in the section under consideration), by marauding tribespeople. For this reason the Ahwaz route has come to be more used.

The Indo-European Telegraph Department has rest-rooms at several points on the road (*vide* Route XI). Elsewhere accommodation may be had in *caravanserais*. Ordinary supplies are procurable.

There is another route between Bushire and Shiraz, namely, that via Firuzabad ; it is less difficult than the main road, but it is longer by 30 miles, and the *caravanserais* are few and bad ; moreover, supplies for both man and beast are scanty.

The journey may be shortened by a day by taking a boat from Bushire to Shif, and riding from there to Borasjan (8 *farsakhs*). This is also the best route after rain, when the going becomes exceedingly heavy for the first three stages.

Stage		<i>Farsakhs</i>		
Bushire to—				
1. Ahmedi	...	7	—	
2. Borasjān	...	5	...	T.O.
3. Dalaki	...	$4\frac{3}{4}$	...	C.R.
4. Konar Takhteh	...	$4\frac{5}{4}$	...	T.S. Kotal-i-Malu.
5. Kamarij	...	4	...	C.R. Kotal-i-Kamarij.
6. Kazarūn	...	6	...	T.O. Town of 12,000 inhabitants.
				Tang-i-Turkan, a difficult gorge.
				Shahpur (Sassanian remains) is situated at the north-western end of the Kazarūn valley, about two <i>farsakhs</i> from the town.
7. Mian Kotal	...	6	...	C.R. Kotal-i-Dokhter and Kotal-i-Pir-i-Zan. From near top of former there is an alternative route to Stage 8 via Kaluneh. It is a <i>farsakh</i> shorter but is very rough.
8. Dashtarjeen	...	4	...	T.S.
9. Khan-i-Zinian	...	3	...	C.R.
10. Chenar Rahdar	...	6		
11. Shiraz	...	2	...	Population 50,000. British Consulate. T.D. I.B.P.

ROUTE XIV.—MOHAMMERAH to AHWAZ and ISFAHAN.

I. Mohammerah to Ahwaz (Naseri).

The Karun is the only navigable river in Persia. Mohammerah (four days and a half from Karachi) is situated at its mouth where it joins the Shat'l Arab; Ahwaz is 117 miles up-stream. The boats of two companies ply between the two towns, namely, the Euphrates and Tigris Steam Navigation Company and the Naseri Company. The former are the better. Naseri is the port of Ahwaz. The service is irregular, but from July to January there are generally three boats in each direction every fortnight, and from January to July two boats. The voyage up-stream takes thirty-six hours, down-stream twelve hours. Fare (1st class) up-stream *krans* 60, down-stream *krans* 40. Food 8 rupees per diem. There are hotels at neither Mohammerah nor Ahwaz, but passengers

may sleep on board by permission of the captain. Passengers should go on board over-night as the boats generally start at daybreak. Baggage is examined at both places, but the examination at Ahwaz may be avoided if the Customs authorities at Mohammerah be asked to telegraph that it is unnecessary.

At both towns there is a British Consul, a branch of The Imperial Bank of Persia, and Persian post and telegraph offices.

At Ahwaz, Messrs. Lynch Brothers have a representative. It is seldom possible to find a cook, and horses can only be obtained with difficulty.

II. Ahwaz to Isfahan (266 miles).

The route is known as the "Lynch Road," or as the "Bakhtiari Road." Starting at Ahwaz, which is practically at sea-level, it slowly rises, traverses the Bakhtiari mountains, crossing several high passes in its course, and gains the Persian plateau (Isfahan 5,100 ft). The surface is very rough in the mountains, and the ascents and descents are very steep. In the greater part of its extent the road is passable for caravan animals only. It may be closed by snow in severe winters in January and February. The scenery is fine. Accommodation and supplies are limited, and the journey requires a good deal of "roughing." It is advisable to travel with tents. The journey, travelling easy, takes about eighteen days. Mule hire averages about 12 *tomans*.

This road and the Bushire-Isfahan road are the two great trade routes from the Persian Gulf into Central Persia. Owing to the insecurity of the Bushire road the Lynch road has been used more of late years.

Stage				<i>Farsakhs</i>	
Ahwaz to—					
1.	Wais...	...	...	4½	} Plain.
2.	Al Wanir	...	...	7	
3.	Jaru ...	...	...	5	
4.	Cheshm-i-Roghan	...	...	3½	} Foot-hills.
5.	Ala Khorshid	...	...	4	
6.	Kaleh Tul	...	...	2	
7.	Malamir	...	...	4½	

Stage.		<i>Farsakhs.</i>	
8. Pul-i-Godar...	...	(C) 5	} Suspension bridge. No supplies.
9. Deh-i-Diz ...	...	...	
10. Shalil ...	...	(C) 4	} Suspension bridge. No supplies.
11. Sarkhan ...	...	...	
12. Dopulan ...	...	2½	} No supplies.
13. Naghan ...	...	4½	
14. Shalamzar ...	...	(C) 2½	} Mountain Section: Passes:—
15. Khareji ...	...	2	
16. Khavarukh ...	...	(C) 1	} Barreh Murdeh 8,000 ft.
17. Bistagan ...	...	(C) 5	
		6	} Zirreh, 9,200 ft. (Stage 11-12).
18. Pul Vargan ...	...	(C) 4	} Upland Section. The road is
19. Isfahan ...	...	2	
			} easy save for the Rukh pass
			} (Stage 16-17).
			} (<i>Vide</i> Route XI).

Notes:—

(1) The above is the summer route. In winter caravans go from Dopulan to to Ardal (2 f.) and thence to Khareji (6 f.).

(2) Double stages can be done between Stages 3 and 5, 5 and 7, 13 and 15, 14 and 16.

(3) *Caravanserais* are shown thus (C).

ROUTE XV.—TEHRAN to SULTANABAD (IRAK) (180 miles), and continuation to HAMADAN (264 miles), and to KER- MANSHAH.

For the road as far as Kum *see* Route XI. From Kum to Sultanabad the road is suitable for carriages, and there are no serious natural difficulties. It is open all the year round. The arrangements for travelling have been disorganized, but the road has recently been taken over by the postal authorities and there are relays of horses at the different stages. As yet there are no furnished rooms for travellers. Ordinary supplies. The journey from Tehran to Kum takes twenty-four hours, twenty-four from there to Sultanabad, and twenty-four from Sultanabad to Hamadan. The journey by caravan from Tehran to Sultanabad takes about ten days. For tariff *see* Route XI.

Stage		<i>Farsakhs</i>	
Tehran to—			
7. Kum ...	...	24	—
8. Caravanserai Sangeh ...	...	4	—
(Tallab)			
9. Salafchagan ...	...	3	—
10. Rahgird ...	...	3	—
11. Surkhab ...	...	3	—
12. Ibrahimabad ...	...	4	—

Stage			<i>Farsakhs</i>		
13. Shahveh	...	...	3	...	—
14. Sultanabad	...	...	4	..	Population 25,000. British Vice-Consulate. I, B. P.
15. Nevazeh	...	...	4	...	—
16. Sarokh	...	...	2	...	—
17. Mohammedabad	...	...	3	...	—
18. Husseinabad	...	...	3	...	—
19. Tutal	..	...	3	...	—
20. Nishahr	...	...	3	...	—
21. Pulshikasteh	...	...	3	...	—
22. Hamadan	...	...	3	...	(<i>vide</i> Route II.)

At Dizabad half-a-mile from Husseinabad (Stage 18) carriages going from Sultanabad and from Hamadan to Kermanshah, branch off via Baba Rais (3 f.) Dowletabad (2 f.), and Kangavar (*vide* Route III).

ROUTE XVI.—TEHRAN to YEZD (360½ miles) and KERMAN (570 miles).

The first part of the journey follows the Tehran-Isfahan road as far as Kashan (*vide* Route XI).

From Kashan it is usual to travel by caravan, but the road is practicable for carriages; it is the same for both, except that after leaving Kashan caravans go via Abu Saidabad, carriages via Mohammedieh. There were post horses as far as Yezd, but at present a carriage and horses would have to be hired (at Tehran) for the entire journey. The road is open all the year round. Accommodation in *caravanserais* (poor) or in telegraph rest-rooms. Ordinary supplies. By caravan to Yezd—25 days, to Kerman—35 days; by carriage to Yezd—14 days, to Kerman—21 days, all actual travelling. Mule hire from Tehran to Yezd costs about 11 *tomans*, from Yezd to Kerman 8 *tomans*.

Stage			<i>Farsakhs</i>		
1. Tehran to—					
12. Kashan	...	...	43	...	—
13. Gez	...	...	3	...	—
14. { Abu Saidabad					
{ (Buzabad)	4	...	...		Good <i>caravanserai</i> and supplies.
{ Mohammedieh	...	3	...	...	No accommodation or supplies.
Dehabad	...	5	...	...	T. S.
15. Khalidabad	...	6	...	...	A large village 3 miles from Dehabad.
16. Moghar	...	4	...	...	—

	Stage		<i>Farsakhs</i>		
17. Ardistan ...	...	5	...	...	T. O. A road to Isfahan branches off here.
18. Jogand ...	...	4	...	...	Good <i>caravanserai</i> .
19. Naistanak ...	...	6	...	...	—
20. Nain ...	...	5	...	...	Town of 10,000 inhabitants. A road to Isfahan branches off here. T. O.
21. Nogumbaz ...	...	4½	...	...	No supplies or water.
22. Aghda ...	...	7	...	...	For carriages a <i>détour</i> from this stage to Stage 23, via Ardekan, is recommended. Road to Isfahan branches off near here. (See alternative route.)
23. Kuchil ...	...	6	...	...	—
24. Hassanabad ...	...	5½	...	...	—
25. Yezd ...	...	4	...	...	Population 45,000. British Vice-Consul (acting). T.D. I. B. P.
26. Sar-i-Yezd ...	...	6½	...	...	—
27. Gird-i-Kuh ...	...	5	...	...	—
28. Mehdiabad ...	...	4	...	...	T. S.
29. Shemsh ...	...	4½	...	...	...
30. Anar ...	...	6	...	...	T. O.
31. Bayaz ...	...	5	...	...	—
32. Kushkuh ...	...	5	...	...	—
33. Bahramabad (Raf-sinjan)	...	7	...	...	—
34. Kabutar Khan ...	...	7	...	...	—
35. Robat ...	...	4	...	...	—
36. Baghin ...	...	4¼	...	...	—
37. Kerman ...	...	5½	...	...	Population 50,000. British Consulate. T. D. I. B. P.

ROUTE XVII.—BUNDER ABBAS—KERMAN.

There are three principal routes :—

(1) Via Seyidabad (very rough and unsafe on account of brigands).

(2) Via Dowletabad and Baft (the shortest of the three, but not used from November to March).

(3) Via the Deh Bakri Pass.

The last is the route to be recommended ; though it is the longest of the three it is the safest, and there is good water all the way. Below are given the stages of an actual journey by this route. There are no fixed stopping places, however, and indeed no fixed route. The choice rests with the *charwadar*, who alone will know where the best fodder and water are to be found in accordance with

Alternative Route from Tehran to Yazd.—It is not unusual to travel via Isfahan (*see* Route XI) and Aghda (*see* Stage 22 above). The road between these two places is fair; a carriage takes two to three days. Stages: (1) Gulnabad $4\frac{1}{2}$ f. (no supplies, water brackish), (2) Sagzi 5 f., (3) Kuhpa 6 f., (4) Mazra-i Mullah Ahmed 6 f., (5) Bambiz 7 f., (6) Aghda $8\frac{1}{2}$ f. Sweet water may not be found between Stages (5) and (6). Good *caravanserais* at Stages (3), (4), (7).

the season. All three routes are impossible for carriages. Camels and donkeys are the caravan animals used. It is impossible to buy horses at Bunder Abbas, and it is difficult to get servants. A good road servant is very necessary. There is no accommodation on the road, and tents will therefore be required. Supplies are very scanty; it is not possible to get bread, meat or vegetables, and it is essential, therefore, to start with a good supply of provisions, including flour. Though good water may be had at nearly all stopping places, it is well to have water-skins. Fuel is fairly plentiful. Travelling with donkeys the journey takes two to three weeks, with camels three to four week.

Stage			<i>Farsakhs</i>	
Bunder Abbas to—				
1. Baghu	...	...	4½	
2. Jilabi ...	...	...	4	
3. Shamil	...	...	4½	
4. Sarzeh	...	...	2½	
5. Fariab	...	...	3½	
6. Rahdar	...	...	3½	
7. Muzafarabad	...	...	4½	
8. Gulashkird	...	...	4½	
9. Chah Narangi	...	...	5	
10. Somaleh	...	...	4	
11. Gazsaleh	...	...	4½	
12. Ukeh...	...	...	5½	... No supplies except water. Former to be had at Sarjaz, 1 <i>farsakh</i> to N.W. There are no villages between this and Sarbistan or Bam, except in summer, when supplies may be got at Deh Bakri.
13. Pige (camp)	...	...	6	... At 3 f. the Rud Khaneh Shur. At 4 f. ascent of Jabel Bariz mountains begins. At 5 f. the Sakdar Pass: steep.
14. Deh Bakri	...	...	4½	... At 2 f. the Murghak Pass; at 4 f. the Deh Bakri Pass; both easy. Camp in valley.
15. Sarbistan	...	...	4½	... At about 1 f. from last camp road to Bam (8 f.) branches off.
16. Pabaneh	...	...	3½	
17. Raian	...	...	6½	
18. Hanaku	...	...	6¾	
19. Mahun	...	...	3½	
20. Kerman	...	...	6	... Population 60,000. British Consulate. T.D. I.B.P.

ROUTE XVIII.—KERMAN—MESHED

(about 520 miles).

Central and South-eastern Persia forms one huge desert, the northern half of which is called the Dasht-i-Kavir or Great Salt Desert, and the southern half, the Dasht-i-Lūt or Great Sand Desert. The route from Kerman to Meshed runs for the greater part of its course through the Dasht-i-Lūt. It is an exceedingly inhospitable part of the world, water is scarce in many places, undrinkable in others, and entirely wanting in a few. The heat is very great in summer. In the mountains near Kerman very cold winds and snow may be encountered in the spring and autumn. It is obviously not a journey to be undertaken lightly, and as a matter of fact, it is seldom done by Europeans, though among those who have performed it are ladies and children. Further, the route is used by many hundreds of pilgrims every year, so that the traveller is, in a sense, a very limited one, catered for.

The usual route is via Naiband and Tūn ; occasionally travellers have branched off at Naiband to go via Birjand, but this variation is not to be recommended, as the country between these two places is dangerous, and supplies are exceedingly scarce.

The journey has to be done by caravan and takes roughly one month. It should not be attempted in the hot season (May to August). Guards are necessary all through. Tents and abundant supplies must be taken. Water is either scanty or undrinkable at most of the stages in "the Lūt." In many places it is stored in reservoirs (*ab ambar*) ; they depend on the previous winter's snow and rain for their supply. After a mild winter or with many caravans on the road, the water in them may be very low. It is necessary to take water-skins from Kerman or Rawar ; they should be filled wherever good water is reached. A couple of buckets and a rope are indispensable. A Berkefeld filter will be necessary for clearing muddy water. A European who has recently

been over this road, recommends that a supply of some kind of drink in bottles be taken (whether it be aerated water or light beer), to be used in emergencies. He also recommends that *kajavehs* be taken, to be used when the traveller is tired of riding. They should be uncovered, in which case a white umbrella will be wanted. It can be rolled up and strapped inside the *kajaveh* when not in use.

Mule hire, 18 to 20 *tomans* for the whole journey.

Stages Kerman to—		<i>Farsakhs</i>		
1. Sar-i-Asiah	...	6	...	<i>Caravanserai</i> .
2. Harūz	...	6	...	No accommodation.
3. Abid	...	4	...	No supplies. Accommodation bad.
4. Hōz-i-Panj	...	4	...	No water, accommodation or shade.
5. Rawar	...	5	...	Water and supplies abundant.
6. Ismailabad	...	3	...	Water good. The "Lūt" is entered after leaving this village.
7. Darband	...	7	...	Good <i>caravanserai</i> . No supplies. Water brackish.
8. Chehilpayeh	...	7	...	<i>Ab ambar</i> . No supplies or accommodation.
9. Hoz-i-Khan	...	5	...	<i>Ab ambar</i> . No accommodation.
10. Naiband	...	5	...	Water and supplies good. No accommodation but good camping ground under date trees.
11. Cheshm-i-Gaza	...	3	...	<i>Ab ambar</i> . No accommodation or supplies.
12. Ab-i-Garm	...	5	...	<i>Ab ambar</i> . Water undrinkable. No accommodation or supplies.
13. Zanagan	...	4	...	Good water and supplies.
Arbababad	...	1	...	Good garden with plentiful water from a <i>kanaat</i> . No supplies.
14. Duhuk	...	6	...	Large village with good water and supplies. No <i>caravanserai</i> .
15. Chehar Gumbaz (or Gumbeh)	...	5	...	Water brackish. No supplies. Good <i>caravanserai</i> .
16. Chah Khush Ab	...	6	...	Water fair. No supplies. Good <i>caravanserai</i> .
17. Tūn	...	7	...	Town of about 5,000 inhabitants. Good water. Supplies fair. No <i>caravanserai</i> .
18. Burūn	...	3	...	Good water and supplies. <i>Caravanserai</i> .
19. Zainabad	...	5	...	" " "
20. Bagistan	...	5	...	" " "
21. Yunsi	...	7	...	Water brackish. Supplies and <i>caravanserai</i> good.
Sar-i-Hōz	...	5	...	<i>Ab ambar</i> .

	Stages		<i>Farsakhs</i>	
22. Faizabad	...	2	...	Good water, supplies and <i>caravanserais</i> . There are <i>caravanserais</i> from here to Meshed at the different stages, and water and supplies are good.
23. Robat-i-Bibi	...	3½	...	The Mianeh bug (<i>gharib gez</i>), a tick which causes fever by its bite, infests <i>caravanserais</i> and stables at this place.
24. Turbat-i-Haidari		5½	...	Town of 12,000 inhabitants. British agent.
25. Kash Kam	...	4	...	The <i>gharib gez</i> here also.
26. Kaleh Shahzadeh		4		
27. Robat-i-Sefeed		3		
28. Shah Taghi	...	3		
29. Kaveh Khaneh		4		
30. Meshed	...	4	...	(<i>Vide</i> Route IX).

NOTE 1.—From Turbat-i-Haidari there is an alternative route via Robat-i-Sang (6 f.), Robat-i-Sefeed (6½ f.). From the latter place alternative stages to those given above are: Kafir Kaleh (2 f.), Sharitabad (3½ f.), Meshed (6 f.).

2.—The Kerman *farsakh* is considerably shorter than the Khorassan *farsakh*. The distances given above are in *farsakhs* of 3½ miles.

ROUTE XIX. YEZD—MESHED

(about 500 miles).

Much of what has been said about the journey from Kerman to Meshed applies to this route, but water, supplies and accommodation are much better throughout, and there is much less “Lūt” to be crossed.

There are two routes. They are the same as far as Shūrab (Stage 10 below) and there is very little to choose between them in point of distance. From Shūrab the traveller may go: (1) Via Deh-i-No Band and Nishapur, where the road joins the Tehran-Meshed road (Route IX, Stage 33); or (2) via Yunsi, where the Kerman-Meshed road is joined (Route XVIII, Stage 21), and Turbat-i-Haidari. This from all accounts would appear to be distinctly the better route; the water is sweeter, the *caravanserais* better, and the supplies more abundant. Further, Turbat-i-Haidari is a considerable town with a British Agent and a Russian doctor. The stages of this route are given below; my kind informant did the journey with his family.

The journey takes about a month. It is advisable to have caravan animals only, though a carriage has been driven from Yezd to Meshed. In the month of April the journey may be very pleasant. The most trying part is through the "Rig" between Stages 6 and 7, where much sand is met with. Stages 2-3 and 5-9 are hilly or mountainous. In April good water was found at every stage except at Rizab and Aliabad, where none could be had. Mule hire, 1 *toman* per day.

Stages Yezd to—		<i>Farsakhs</i>		
1.	Anjirak ...	...	5 ...	<i>Caravanserai</i> and water good. Supplies limited (bread and eggs).
2.	Kharunak ...	...	5½ ..	<i>Caravanserai</i> , water and supplies good. (bread, eggs and fowls). Take water from here.
3.	Rizab ...	...	7 ...	No water, supplies, or accommodation.
4.	Zarghan (? Saghand)	4	...	<i>Caravanserai</i> and water good. Supplies scanty (bread and fowls). Take water from here.
5.	Aliabad ...	...	5 ...	<i>Caravanserai</i> good. Water salt, but there is an <i>ab amber</i> quarter of a mile away. No supplies.
6.	Pusht-i-Badam ...	8	...	<i>Caravanserai</i> bad. Supplies limited (fowls, bread and eggs). Water brackish.
7.	Chashm-i-Shutaran	11	...	Water good. No supplies. <i>Caravanserai</i> in ruins, but two rooms habitable.
8.	Robat-i-Khan ...	4	...	<i>Caravanserai</i> and water good. Supplies fair (bread, fowls, milk and eggs).
9.	Kalmars ...	...	4 ...	<i>Caravanserai</i> and water good. Supplies —bread, fowls and eggs.
10.	Sh ū r a b A h m e d Sultan	7	...	<i>Caravanserai</i> and water good. No supplies except bread.
11.	Dahaneh ...	...	7 ...	<i>Caravanserai</i> bad. Water good. No supplies except bread.
12.	Deh Mohammed ...	3	...	<i>Caravanserai</i> bad. Water and supplies (fowls, eggs, bread and milk) good.
13.	Aspak ...	...	4½ ...	<i>Caravanserai</i> , water and supplies good.
14.	Naginau ...	...	6 ...	Large village with good <i>caravanserai</i> and abundant supplies and water.
15.	Kasimabad...	...	9 ...	<i>Caravanserai</i> and water good. No supplies except bread.
16.	Fakirabad ...	...	5 ...	<i>Caravanserai</i> , water and supplies good.
17.	Yunsi ...	...	6 ...	For Yunsi and the rest of the journey to Meshed, see Route XVIII from Stage 21 on.

ROUTE XX.—SEISTAN (NASRATABAD)— MESHED (about 500 miles).

The usual route taken by travellers is via Birjand, Kakh and Turbat-i-Haidari. The journey is generally done by caravan, but the road, except for a few *farsakhs* from Nasratabad, is passable for carriages, and more than one European has lately driven over it. There are steep mountain passes in Stages 7-8, 9-10, 11-12, 13-14, 17-18, on the carriage route given below. Travelling by caravan the journey may be made shorter by leaving the carriage road at various points. The stages by either route may be varied; those given below were the stopping places in actual journeys, one by carriage one by caravan. By carriage the journey took twenty days' actual travelling (there are, of course, no relays of horses). By caravan the journey takes about a month. Accommodation may be had at every stage except Gūrab on the carriage road. Travelling caravan it is advisable to have tents; supplies are scarce. Water is brackish in many places, and before leaving a stage where it is good it is important to inquire about water at the stages ahead. Guards are necessary over a good deal of the route. The best season in which to do the journey is towards the end of April. In summer from Birjand eastwards the heat is trying (*vide* Chapter VI for the climate of Seistan).

A carriage costs 130 *tomans* for the whole journey. Mule hire is 20 *tomans* per animal.

STAGES OF A JOURNEY BY CARRIAGE.

Stages Nasratabad to—		<i>Farsakhs</i>		
1. Afsalabad ...	...	2	...	Water slightly brackish. No supplies or accommodation.
2. Lab-i-Baring	...	6	...	In this stage a branch of the Hamun has to be crossed. In some years this is dry from November to March, but when it is full of water native boats have to be used. <i>Caravanserai</i> .

Stages		<i>Farsakhs</i>		
3.	Bandan ...	...	9 ...	Water salt, but fresh water may be got from the hills near by. Supplies.
	Zain-ul-Abad ...	...	— ...	Water slightly brackish.
	Anjireh ...	...	— ...	Good water.
4.	Gūrab ...	...	8 ...	No accommodation, water, or supplies.
5.	Shūsp ...	...	7 ...	Water sweet and supplies abundant.
6.	Sehlabad ...	...	8 ...	Accommodation in native house. Water slightly brackish. Supplies scarce.
7.	Sarbisheh ...	...	6 ...	Ditto Ditto
8.	Mūd ...	...	5 ...	Ditto Ditto
9.	Birjand ...	...	6 ...	Population 30,000. British Vice-Consul. I. B. P.
10.	Ghibk ...	...	5 ...	Water good. Supplies limited. No <i>caravanserai</i> .
11.	Sehdeh ...	...	5 ...	<i>Caravanserai</i> , good water and supplies.
12.	Kain ...	...	8 ...	Ditto Ditto
13.	Kidri ...	...	9 ...	Accommodation in native house. Good water and supplies.
	Kakh ...	...	4 ...	Small town with <i>caravanserai</i> and plenty of supplies.
14.	Amrani ...	...	6 ...	Water and supplies good.
15.	Faizabad ...	...	9 ...	There are <i>caravanserais</i> and water and supplies from here to Meshed.
16.	Robat-i-Bibi ...	...	3½ ...	—
17.	Turbat-i-Haidari ...	...	5½ ...	Population 12,000.
18.	Khamari ...	...	6 ...	—
19.	Sharifabad ...	...	10 ...	—
20.	Meshed ...	...	6 ...	(<i>Vide</i> Route IX).

STAGES OF A JOURNEY BY CARAVAN.

Nasratabad to—				
1.	Afsalabad ...	...	2 ...	—
2.	Lab-i-Baring ...	...	6 ...	—
3.	Bandan ...	...	9 ...	—
	Zain-ul-Abad ...	...	— ...	—
4.	Aliabad ...	...	4 ...	No <i>caravanserai</i> . Water slightly brackish.
5.	Neh... ...	...	6 ...	Large village. Good water and supplies
6.	Shūsp ...	...	6 ...	—
7.	Sehlabad ...	...	8 ...	—
8.	Sarbisheh ...	...	6 ...	—
9.	Mūd ...	...	5 ...	—
10.	Birjand ...	...	6 ...	—
11.	Afsalabad ...	...	4 ...	Water and supplies.
12.	Mohammedabad ...	...	8 ...	<i>Caravanserai</i> , supplies, and water.
13.	Naughab ...	...	6 ...	No accommodation. Water. Supplies scanty.

Stages		<i>Farsakhs</i>		
14. Kidri	...	6	...	—
Kakh	...	4	...	—
15. Gunabad (Jumin)	...	3½	...	Supplies and water.
16. Amrani	...	4	...	From here to Stage 17 there is desert and no water; the going is very bad in wet weather.
17. Khairabad	...	8	...	—
18. Sikandarabad	...	4	...	Supplies and water. No <i>caravan-serai</i> .
19. Turbat-i-Haidari	...	5	...	For road from here to Meshed see Route XVIII from Stage 24 on; also Note 1.

To the east of the above routes is another route from Seistan to Meshed via Duruh (famous for its carpets), Gazik, and Turbat-i-Sheikh Jam. It is chiefly used by caravans. The two routes join at Zain-ul-Abad. Water on this route is abundant, but supplies are scanty and accommodation is very limited.

ROUTE XXI.—SEISTAN (NASRATABAD)—NUSHKI.

The best way to do this journey is with riding camels. If horses are taken it is not advisable to have more than two, as fodder is exceedingly scarce. Water is also scarce and brackish, and it is well to have a small water distiller. Supplies are very scarce and must be taken, and tents will be necessary at some stages. The journey takes about one month. The stages in that part of the journey which lies in Persian territory are:—

Stages		<i>Farsakhs</i>		
Nasratabad to—				
1. Mohammedabad	...	3	...	<i>Caravanserai</i> . Water and other supplies abundant.
2. Lutak	...	3	...	<i>Caravanserai</i> . Water and other supplies abundant. The journey from Nasratabad to Lutak may be made much longer by water channels. ۷۳۳۳
3. Gird-i-Chah	...	9	...	Accommodation bad. Water in fair quantity.
4. Kuh-i-Malek Siah	...	10	...	Customs House. <i>Caravanserai</i> . Water brackish. ۷۳۶۸

After crossing the frontier into British Baluchistan, and reaching the frontier post at Robat (4 f.), there are

twenty-one stages to Nushki. The accommodation in either *dak* bungalows or *caravanserais* is good, and water is to be had at every stage, but it is always brackish. Supplies are very scanty. Even mutton and chickens are hard to get. At three stages, namely, Saindak, Nushki Chah and Dalbandin, provisions are more plentiful and a supply may be laid in.

Nushki is the terminus of the railway line from Quetta. The journey takes from six to eight hours.

ROUTE XXII.—TEHRAN to the LAR VALLEY.

This, though hardly a "main route," deserves a note, for the Lar Valley is a favourite place for a summer camp with residents of Tehran who wish to go further afield than Shimran, the district where the summer is spent by all who can escape from the city. The valley is in the Elburz mountains about twenty-five miles north-east of Tehran. The Lar river runs through it and circles round the foot of Mount Demavend at its easterly end. The attractions of the valley are its coolness as compared with the plain of Tehran, the river with its grass banks, and the fishing. The temperature is about 10° cooler than that of Shimran; the nights are cold and there is always more or less of a breeze. There is very fair brown trout fishing: it is at its best about the end of July. It is necessary to take tents. In that part of the valley to which Europeans usually go (Yort-i-Khanlar Khan) there are no villages, but numerous encampments of tribes people (*illiat*). From them milk, bread, and mutton may be procured, but all other supplies, including charcoal and firewood, must be brought. A few things such as eggs, chickens, firewood, hay and straw may be got at the village of Lewasan. Mules take eight or nine hours to go there and back. There are two excellent springs at the camping ground mentioned above. The best months to spend at "Lar" are July and August.

It is possible to drive to the foot of the mountains either from Tehran or from Shimran, but from there it is necessary to ride. As the journey is always made in the

summer, short stages only are done, and it is usual to spend one night on the road. This allows the journey to be done comfortably in a day and a half. A horseman in a hurry can go straight through in from eight to ten hours, but he should have a fresh mount to meet him at the village of Afcheh. The first stage of the journey takes the traveller by one of two passes (Ghochek or Latian), over the low ridge of hills to the north-east of Tehran, into the valley of the Jajarūd. The second stage takes him, again by one of two passes (Afcheh or Lewasan), over the mountains seen behind the hills, into the valley of the Lar.

There are two main routes : (1) Via the Afcheh Pass ; (2) via the Lewasan Pass.

(1) Via the Afcheh Pass.—This is the shorter and more usual route ; the pass is difficult, but ladies and children go up and down it regularly ; it is also the more picturesque route. Starting either from Shimran or Tehran, the ridge of hills to the north-east is crossed by the Ghochek Pass. The descent on the far side into the valley of the Jajarūd is steep, but short. At the foot the road bears off to the right. The village of Lashkarek is reached and the Jajarūd crossed by a bridge. Two miles further on is the village of Gelandevék. From there it is five miles to the village of Afcheh. The night should be spent here. Travellers can sleep at the mill if they have no tents or do not wish to go to the trouble of pitching them. Next morning the pass is crossed and the valley of the Lar entered. The road leaves the main Mazanderan road at the foot on the far side, and goes off to the right (east). The camping ground on the bank of the river at Yort-i-Khanlar Khan may be reached four to five hours after leaving Afcheh.

(2) Via the Lewasan Pass.—(1) Starting from Shimran it is usually recommended to strike off to the right from the Afcheh road at Gelandevék for Latian. A much easier and shorter way is to follow the right bank of the Jajarūd from Lashkarek, and cross the river at Latian (1 f.) by the bridge. The left bank is then followed as far as the plantation (*kalamistan*) called

Nawarek or Lawarek, which is easily seen from the bridge. At its far end a stream is struck flowing down a valley into the Jajarūd at right angles. The road to Lewasan runs up this valley on its far (east) side along the foot of the mountain (Ara Kuh). There is a long march of two hours (which should be avoided in the hot part of the day) to the next landmark, a white *imanzadeh* on the left of the road at Rasinan. A little further on is Chaharbagh. The road then bears to the left, and presently a bridge over a stream leads into the village of Lewasan-i-Buzurg. There is good camping ground immediately on the other side of the stream to the right of the bridge.

An early start should be made next morning for the pass; it is long, but not difficult. On descending into the valley on the far side there is level going as far as the river. This is crossed and the left bank followed to the camping ground, which may be reached four to five hours after leaving Lewasan.

(2) Starting from Tehran the route via the Ghocheh Pass may be taken or that via the Latian Pass. The latter is more direct, but the pass is longer and steeper. The Latian bridge is a few hundred yards up-stream from the foot of the pass. The road from Tehran leaves the city at the Shimran gate. If riding one may follow the Ghocheh road as far as Narmek, and then strike across country to the village of Tallo (Mahsudabad on Stahls' map of the environs of Tehran) via the garden of Madjidabad. If driving, the Surkhessar road should be followed to Javadieh at which place a road turns north-east to Tallo, where the carriage must be sent back.

The journey by either route should be planned so that the hot part of the day (10.0—4.0) be spent resting. Thus, going by Afcheh, a start should be made at 6.0 a.m. from Shimran or 5.0 a.m. from Tehran; Gelandavek will be reached about 10.0. There is a pleasant garden on the left of the road where the day can be passed. Starting again at 4.0, Afcheh will be reached about 6.0. If the Lewasan route is chosen, the hot part of the day might be spent at Latian.

CHAPTER XII.

MISCELLANEOUS INFORMATION.

Books on Persia—European languages in Persia—Letter post—Parcel post—Telegrams—Customs—Firearms and ammunition—Money—Measures—Weights—The calendar—The time—Water vessels—Cement flooring—A simple form of “fixed bath”—Top dressing for a lawn tennis court—Motor-cars in Persia.—Persian Holidays.—Carpets.

BOOKS ON PERSIA.

THE following short list of books dealing with Persian history, Persian politics and a variety of other subjects connected with the country, may be found useful :—

“History of Persia.” (Malcolm, Sir John, 1815.)

“The Seventh Great Oriental Monarchy.” (Rawlinson, G.)

“A History of Persia from the beginning of the Nineteenth Century to the Year 1858.” (Watson, R. Grant.)

“Persia,” in the Story of the Nations Series. (Benjamin, S. G. W., 1888.)

“Persia and the Persian Question.” (Curzon, G. N., 1892.) This is the classical descriptive and historical work on Persia; unfortunately it is out of print.

“A Literary History of Persia.” (Browne, Professor E. G., 1902.)

“Persia Past and Present.” (Jackson, A. V. W., 1906.) Has much to say about the Parsees in Persia.

“Life of Mahomet.” (Muir, Sir W., 1894.)

“Mohammedanism.” (Margoliouth, D. S.)

“The New History of the Bab.” (Translation by Professor E. G. Browne, 1893.)

“Bahaism.” (Skrine, F. H.)

"The Persian Revolution." (Browne, Professor E. G.)

"Persia and Turkey in Revolution." (Fraser, D., 1910.)

"The Strangling of Persia." (Shuster, W. M., 1912).

"Ten Thousand Miles in Persia." (Sykes, Major P. M., 1902.)

"Eastern Persian Irak." (Schindler, A. Houtum, 1896.)

The following three books give in my humble opinion the best idea of Persian life and character :—

"Hadji Baba of Isfahan." (Morier, F.)

"A Year among the Persians." (Browne, Professor E. G.)

"The Land of the Lion and the Sun." (Wills, C. J.)

"By Mountain, Lake and Plain." (Kennion, Major R. L., 1911), deals with sport in Eastern Persia.

The travels of Porter, Tavernier, Chardin and Gobineau make most interesting reading.

A working knowledge of Persian, sufficient for practical purposes, can be acquired both quickly and easily, and the sooner this is done the better. To be able to talk to servants makes life much more comfortable ; to have to depend on servants who talk some European language does not always mean that one will be better served. A great assistance in learning "everyday" Persian is to take the cook's account daily. Teachers (*mirza*) can be engaged in all the larger centres ; they are usually paid six to eight *tomans* a month for an hour's lesson every week day.

The following books will be found useful in learning Persian : Grammars—Rosen's or Tisdall's, the latter is the more advanced. Dictionaries—Wollaston or Palmer and Lestrangle. Finn's "Persian for Travellers," is a small five shilling book, which can be carried in the pocket, and which will be found invaluable in the early stages.¹

Provided with these works the earnest reader will no doubt make rapid progress ! Will he, however, accept

¹ Marlborough and Co. publish a book of Persian Conversation.

these two tips? (1) The “*alif*” is frequently not pronounced long “a” (ah) by the lower classes, but “oo.” Thus *nān* (bread) becomes *noon*, and *finjan* (cup) *finjoon*. (2) The “*khe*” is not really difficult to pronounce, it only requires a little care; to pronounce it as “k” makes the speaker ridiculous.

The best small map of Persia is Keith Johnston’s “Persia and Afghanistan” (scale sixty-eight miles to an inch).

EUROPEAN LANGUAGES IN PERSIA.

French is widely spoken by the ruling classes, and also at Tehran, by the upper and middle classes. Next comes English, at Tehran a long way behind French, but in Southern and Central Persia the only European language spoken, save by Government officials, who are more likely to speak French. The number of Persians who speak German and Russian is small, and they are to be found only in the north.

LETTER POST.

Foreign.—The “*Post Office Guide*” (the Home Government and the Government of India each publish one), should be consulted before sending letters or *parcels* to Persia.

Persia is one of the signatory Powers of the International Postal Union.

The sender should indicate clearly in the address whether he wishes his correspondence to be sent “*via Russia*” or “*via Bombay*.” It will be seen from the “*Guide*” that letters intended for places in Southern and South-eastern Persia (Bushire, Mahommerah, Bunder Abbas, Lingah, Jask, Kerman, Shiraz, Ahwaz, Shuster, Seistan, &c.), should be sent “*via Bombay*.” Roughly speaking, all letters for places north of an imaginary line drawn through Dizful, Shiraz, Kerman, and Birjand, should be marked “*via Russia*.”

It is not possible to say on what day exactly letters should be posted in London for Tehran, since the running

Nature	Inland	Foreign	Limits of weight	Limits of size
Letters ...	6 <i>shahis</i> for 2 <i>miskals</i> , 3 <i>shahis</i> for each additional <i>miskal</i> .	12 <i>shahis</i> (25 centimes) for 15 grammes ($\frac{1}{2}$ oz.), or fraction of 15 grammes.	—	—
Post cards ...	2 <i>shahis</i> ...	5 <i>shahis</i> (10 centimes)	—	Maximum : length 14 cm. ($5\frac{1}{2}$ in.), width 9 cm. ($3\frac{1}{2}$ in.) Minimum : length 10 cm. (4 in.), width 7 cm. ($2\frac{3}{4}$ in.)
Printed matter	(a) News-papers and magazines	3 <i>shahis</i> (5 centimes) per 50 grammes (1 oz. 10 drs.) or fraction of 50 grammes	Inland : 500 <i>miskals</i>	Parcel : 45 cm. (18 in.) each direction.
	(b) Other		Abroad : 2 kilo-grammes (4 lb. $6\frac{1}{2}$ oz.) Do.	Roll : 75 cm. (30 in.) long, 10 cm. (4 in.) diameter.
Business papers	2 <i>shahis</i> per 10 <i>miskals</i> with minimum of 6 <i>shahis</i> per packet	Do. With a minimum tax of 12 <i>shahis</i> (25 centimes) per packet	Do.	Do.
Registration (without notice of receipt)	Inland : 11 <i>shahis</i> per letter, &c.	Abroad : 12 <i>shahis</i> (25 centimes) per letter, &c.	—	—
Notice of receipt	5 <i>shahis</i> ...	12 <i>shahis</i> (25 centimes)	—	—

A *miskal* equals $\frac{1}{6}$ oz. or 4·6 grammes.

Local service at Tehran : Letters, 2 *shahis* per 2 *miskals*, 1 *shahi* for every additional *miskal*.

of the Caspian mail steamers is changed from time to time. There are at present two European posts a week. It takes six days for a letter to reach Baku, to which place there is a mail every evening from London. Letters should be posted in order to catch the mail steamers; these at present leave Baku on Tuesday and Friday evenings. Letters should be delivered in Tehran nine to ten days after being posted in London, but delays are not infrequent, especially in winter; otherwise the service works very well. To the Persian Gulf there is one mail a week from London or India.

The charge for letters is $2\frac{1}{2}$ d. for the first ounce, and $1\frac{1}{2}$ d. for every additional ounce.

Inland.—Letters and parcels are transported in Persia by means of waggons, pack-animals or footmen.

There are two deliveries a day at Tehran, Resht, Tabriz and Kazvin. At Tehran there is in addition a local postal service with three deliveries a day. The charges for letters, &c., are given in the table on the preceding page.

For further information about the Persian postal service the "Recueil de renseignements généraux sur le fonctionnement des Postes Persanes," published at Tehran, should be consulted.

PARCEL POST.

It is most important to carefully study a postal guide before sending parcels to Persia. Particular attention is drawn to these two points :—

(1) The parcel must be addressed to the Post restante at the Persian frontier town which corresponds to the residence of the addressee. No directions for retransmission in Persia should be given. On the arrival of a parcel in a *poste restante*, the postal authorities inform the *addressee*. The latter can then obtain possession at the customs house in one of the following ways :—

(1) He can remove the parcel himself after paying duty.

(2) He can authorize the postal authorities to deliver it to a local agent after paying duty. If the addressee is living in another town the agent will forward it by the ordinary inland post.

(3) He can, if living in another town, instruct the postal authorities to forward it to his address by post, after signing a form in which he undertakes to pay the duty and the inland postal charges. (This rule is in abeyance as far as parcels sent "via Bombay" are concerned.)

N.B.—(i) The postal administration provides printed forms by which residents in Persia can give permanent instructions for their parcels to be dealt with according to (2) and (3) above.

(ii) In the case of towns, such as Tehran and Kermanshah, which have a customs house, the postal authorities forward parcels to that customs house, and then inform the addressee of their arrival.

(2) The directions for packing parcels. Parcels receive a great deal of knocking about and should therefore be very strongly packed. **Only parcels packed in wood, leather, zinc or tin are accepted.** The contents should be wrapped in waterproof paper. The maximum weight accepted is 11 lb.

No dimension may exceed 24 in., but umbrellas, maps, lawn tennis racquets, and such like objects may be sent, provided they are not more than 39 in. long and 8 in. wide or thick.

The Address.—It is most important that parcels be properly addressed. A correct address means an enormous saving in time and expense. It is found in practice that many English post office clerks refuse to believe that Persia can be reached by any other route than by sea, that is via Bombay. **It is therefore necessary to insist and re-insist that parcels for the north and centre of Persia must be sent "via Russia," and that only those for the south and south-east are to be sent "via Bombay"** (see "Letter Post"). Roughly speaking,

parcels for places north of the line drawn from Dizful through Shiraz and Kerman to Birjand, should be sent via Russia.

The following tables show for each of the two routes ("via Russia" and "via Bombay") the principal towns in Persia which are best served by each of these routes, and the frontier town with a *post restante* which corresponds to each of those towns.

(1) **Russian Route** for Northern and Central Persia. The address must indicate the *route through Russia* as well as the *post restante* on the Persian frontier.

<i>Destination</i>	<i>Poste Restante</i>	<i>Russian route</i>
Julfa (Djoulf), Tabriz, Urmiah, and the province of Azerbaijan	Julfa (Djoulf) ...	Julfa (Djoulf).
Enzeli, Resht, Kazvin, Tehran, Kum, Sultanabad, Hamadan, Kashan, Yazd, Isfahan, Kermanshah	Enzeli ...	Baku—Enzeli.
Astara, Ardebil ...	Astara ...	Baku—Astara.
Meshedissar, Barfarush, and the province of Mazanderan	Meshedissar ...	Baku—Meshedissar.
Bunder Gez, Astarabad, Shahrūd	Bunder Gez ..	Baku—Bunder Gez.
Meshed, Turbat-i-Haidari, Nishapūr, Bujnurd	Bajgiran ...	Baku—Gaoudan.

Examples :—

- (1) J. M.
Imperial Bank of Persia.
Hamadan,
poste restante Enzeli (Persia).
via Russia.
(Baku-Enzeli).
- (2) K. B.
Meshed.
poste restante Bajgiran (Persia)
via Russia.
(Baku-Gaoudan).

Note to members of H.M. Legation at Tehran.

Parcels can be directed straight to Tehran (postal charge from Enzeli to Tehran 7 *krans* per parcel); or they can be addressed to the Vice-Consul at Resht ("for Mr. X. Y. Z.," &c.), in which case they will be sent

on by the next Legation *gholam*. Parcels take four to twelve weeks to arrive from the time of ordering.

(2) Bombay Route.—For Southern and South-eastern Persia.

<i>Destination</i>	<i>Poste restante</i>
Mohammerah, Ahwaz, Shuster, Dizful	Mohammerah.
Bushire, Shiraz	Bushire.
Bunder Abbas, Kerman, Bam, Anar	Bunder Abbas.
Kuh-i-Malek Siah, Seistan (Nasratabad), Birjand	Kuh-i-Malek Siah, via Bombay and Quetta.
Example :—	

V. J.
Indo-European Telegraph Department,
Shiraz.

via Bombay.

poste restante Bushire (Persia).

By the Bombay route parcels can be insured as far as Bombay only, and if addressed to the Indian Post Office Agencies at Bushire, Bunder Abbas, Jask, Lingah, and Mohammerah. If it is desired to send insured parcels to other parts of Southern Persia, they should be addressed to an agent at one of the ports mentioned, with directions to him to insure them for the rest of the way.

The German post offices at Bremen, Hamburg, and Munich do, however, accept insured parcels for Southern Persia (limit of value 500 francs). Boats of the Hamburg America Line call at Bushire, Mohammerah, Lingah, and Bunder Abbas at intervals of one month.

N.B. **(1) Parcels by Letter Post.**—As the parcel post is slow (it takes one to three months for a parcel to reach Tehran from London), and as there is no limit to the size or weight of letters, parcels are frequently ordered to be sent by letter post, when wanted quickly. All parcels from America have to be sent in this way, as there is no parcel post between that country and Persia.

(2) Parcels by Sample Post.—Drugs and photographic chemicals can always be sent into Persia as "Samples without value." In addition small articles

which have but small commercial value and which are *addressed to private persons and not to merchants*, are also, by a special dispensation of the Persian Postal Administration, admitted as samples. Thus gloves, socks, ties, and single boots or shoes may all be sent by Sample Post.

In both cases (1 and 2) the "letter" or "sample" will generally be detained by the Customs authorities until they are satisfied as to the nature of the contents, and their liability or not to duty. As in the case of ordinary parcels, a form is sent to the addressee announcing the arrival of the packet if detained by the authorities.

TELEGRAMS.

Persia is connected with Europe by the lines of the Indo-European Telegraph Company (11, Old Broad Street, E.C.), which run as far as Tehran via Julfa and Tabriz. In the country itself are :—

(1) The Government Telegraph system.

(2) The Indo-European Telegraph Department (Persian Section), Government of India Telegraphs. Lines from Tehran to India, via Bushire and via Central Persia, and to Meshed.

(3) Russian telegraph lines from Meshed to Seistan and Astrabad to Chikishlar.

Telegrams from Europe for Persia should be marked "via Indo." The rate from London is 1s. 6d. per word.

The rates for inland telegrams are as follows :—

Telegrams in Arabic character 2 *kran*s and 10 *shahis* for 10 words or less ; 5 *shahis* for each additional word.

Telegrams in Latin character 3 *kran*s and 10 *shahis* for 10 words or less ; 7 *shahis* for each additional word.

CUSTOMS.

The superior posts in the Persian Customs Service are held by Belgians. These officials will always be found most obliging and ever ready to help the traveller.

The "Tableau Général," published by the Customs

Administration, and printed at the "Établissements Généraux d'Imprimerie, 14, Rue d'Or, Bruxelles," will be found to contain much useful information about trade, duty on goods, routes, &c., in Persia.

FIREARMS AND AMMUNITION.

Particular attention is drawn to what follows:—

A traveller is not allowed to take firearms or ammunition into Persia without a special permit from the Persian Customs Administration, or a recommendation from his Government. Englishmen must, therefore, either obtain a recommendation from the Foreign Office, or, before leaving England, should write for a pass to the Legation at Tehran if they are entering from the north, or to H.M. Political Resident in the Persian Gulf if they are entering from the south. They should state the character and number of their firearms and the amount of their ammunition; also the port or town at which they intend to cross the Persian frontier, so that the local Customs authorities may be instructed to admit their weapons, &c.

Should anyone arrive at the frontier without the necessary permit, he should ask the Customs authorities to telegraph to Tehran for instructions. A permit will usually be granted at once, but this all means more or less delay.

Sportsmen or travellers who are simply passing through the country should, on arrival at the frontier, and when paying duty on firearms, make a declaration to the effect that they do not intend to stay in Persia. They will then be given a special form of receipt which authorizes the refund of the amount of duty paid, on their finally leaving the country with the same weapons. This receipt holds good for six months only, but can be renewed for further periods.

In the case of firearms and ammunition which it is desired to send into Persia, no British shipping firm or post-office will accept them without a permit from the Persian Customs Administration. This must be obtained

through the British Legation at Tehran. In other countries firearms and ammunition will be accepted for Persia.

Duty. The Persian duty on :—

Guns and rifles is 20 *tomans* per weapon.

Revolvers is 5 *tomans* per weapon.

Cartridges is 2 *tomans* per *mān* ($6\frac{1}{2}$ lb.)

Transport of Firearms and Ammunition through Russia.

In the case of firearms and ammunition which it is desired to take or send through Russia, a special permit must be obtained from the Russian Government. Application for it should be made at the Foreign Office some months before it is intended that they shall start, and must state the number and character of the weapons, the amount of ammunition, and the points at which they are to enter and leave Russia. Russian duty must be paid by all travellers, except members of the Diplomatic and Consular Services who have obtained a Customs permit after application through their Embassy or Legation at St. Petersburg (*vide* pages 26 and 78).

N.B.—All that has been set down under this heading refers to sporting weapons, revolvers, and “reasonable” quantities of ammunition ; also to swords.

MONEY (*pul*).

Persia has both a coinage and a note system. The monetary unit is the *kran* (silver). There are 20 *shahis* (nickel) to the *kran*, there are 10 *krans* to the *toman*. The value of the *kran* varies with the price of silver. The Persian equivalents to English money vary accordingly ; roughly speaking a *toman* = 4s., a *kran* = $4\frac{1}{2}$ d., and a *shahi* = $\frac{1}{4}$ d. The Tehran rate of exchange has during the past year fluctuated between 54 and $55\frac{1}{2}$ and is at present $54\frac{3}{4}$. There is a difference of about half a *kran* between the bank's selling and buying rates.

Silver coins are called "*pul-i-safed*" (white money) nickel coins are called "*pul-i-siyah*" (black money).

The following are the coins in common use :—

1 <i>shahi</i>	}	nickel.
2 <i>shahis</i>		
5 "	}	silver.
10 "		
1 <i>kran</i>		
2 "		

The notes (*askinas*), emitted by the Imperial Bank of Persia, the State Bank (London Office, 25, Abchurch Lane, E.C.) are for 1, 2, 3, 5, 10, 25, 50, &c., *tomans*.

In addition to the named coins given above the following terms are used :—

Dinar = an obsolete coin : 1,000 = 1 *kran*.

Yek pul = $\frac{1}{2}$ *shahi*.

Do pul = 1 "

Sannar = 2 *shahis* (*sad* (= 100) *dinar*).

Abbassi = 4 *shahis*

Yek hazar = 1 *kran*: *hazar* = 1,000 (*dinars* understood)

Rial = 1 *kran* and 5 *shahis*, but in Isfahan = 1 *kran*.

Ordinary people talk in *tomans*, *kraus*, and *shahis*, and keep their accounts in *kraus* and *shahis*, but business people talk in *kraus* and have adopted an arbitrary decimal system of centimes or *gez*. Thus 1 *shahi* is taken to be equal to 5 centimes or 5 *gez*; 12 *shahis* equal 60 centimes and so on. Thus, "*kraus* 564—*shahis* 17," may be read "56 *tomans* 4 *kraus* and 17 *shahis*" or "564 *kraus*, and 17 *shahis*," or may be written "*kraus* 564.85."

Cheques (*barat*) are written in *kraus*; if the amount does not contain *shahis* (cents) the precaution of writing the word "only" after it is commonly taken.

Persians in talking use the terms *sannar*, *abbassi*, &c., very freely; in fact to make a Persian understand at once it is necessary to employ them oneself; thus instead of "*Shish kran o heejdah shahi*," one should say "*Haft kran*

(or *hazar*) *sannar kam*," and instead of "*Dah toman o doazdah shahi*"—" *Dah toman o seh abbassi*."

Foreign Money—

Lira = £1.

Manat = rouble.

Rupieh = rupee.

Indian money is current in the Gulf ports. Russian money is current at Enzeli and Resht.

MEASURES.

Angusht = a finger's breadth.

Gireh = $2\frac{1}{2}$ inches.

+ *girehs* = 1 *cherek*.

+ *chereks* = 1 *zar* = about 41 inches.

(In Azerbaijan a *zar* of about 44 inches is in use.)

1 *jarib* = 1,000 sq. *zars* = about 1,300 sq. yards.

WEIGHTS.

Gandum = a barley or wheat corn = $\frac{3}{4}$ grain.

+ *gandum* = 1 *nakhud* (chick pea) = 3 grains.

24 *nakhud* = 1 *miskal* = $\frac{1}{6}$ ounce or one teaspoonful
(English) of liquid.

16 *miskals* = 1 *seer* = $2\frac{1}{2}$ ounces.

10 *seers* = 1 *cherek* = 25 ounces.

+ *chereks* = 1 *mān* or *batmān* = $6\frac{1}{2}$ lb.

There are several different kinds of *mān*; those most commonly in use are :—

(1) The Tabriz *mān* or *mān-i-Tabrizi* which is that just mentioned.

(2) The Shah *mān* or *mān-i-Shahi* = 2 Tabriz *māns*.

(3) The Rhey *mān* or *rhey* = 4 Tabriz *māns*.

(4) The *mān-i-noh Abbassi* in use at Shiraz = 7 lb. $5\frac{1}{3}$ oz.

100 *mān-i-Tabrizi* = 1 *kharvar* = 650 lb.

N.B.—Liquids and grain are weighed not measured.

THE CALENDAR.

Two calendars are in common use in Persia.

(1) **The Arabic Calendar.**—This is a lunar calendar and might be called the religious calendar. There are twenty-nine or thirty days in each month. The years are reckoned from the Hejireh or departure of Mohammed from Mecca for Medina. This took place in the year 622 A.D. In comparison with our calendar there is a difference of about eleven days each year. Moharram is the name of the first month of the year, and the first of Moharram of the present year (1332 A.H.) was on November 3rd, 1913. The names of the months are as follows :—

- | | |
|---------------------|------------------|
| (1) Moharram. | (7) Rajab. |
| (2) Safar. | (8) Sha'ban. |
| (3) Rabi-ul-aval. | (9) Ramazan. |
| (4) Rabi-us-sani. | (10) Shavval. |
| (5) Jamadi-ul-aval. | (11) Zul-Ghadeh. |
| (6) Jamadi-us-sani. | (12) Zul Hejjeh. |

During the month of Ramazan Mohammedans fast from sunrise to sunset. In the present year (A.H.) it will begin on July 25th, 1914.

(2) **The Persian Calendar.**—This is a solar calendar and might be called the fiscal or official calendar. Hammal is the name of the first month and the first of Hammal is always the 21st of March, the Persian New Year's Day or *Id-i-No-Rūz* (festival of the new day). The names of the months are those of the signs of the zodiac and are :—

- | | |
|---------------|-------------|
| (1) Hammal. | (7) Mizan. |
| (2) Sohr. | (8) Aghrab. |
| (3) Joza. | (9) Ghous. |
| (4) Sohratan. | (10) Jadye. |
| (5) Assad. | (11) Dalve. |
| (6) Somboleh. | (12) Hūt. |

THE TIME.

Persians have various ways of expressing "the time." Those who are in constant contact with Europeans frequently use our methods of reckoning. A man who has a watch will use different terms from the peasant who has nothing but the sun and cock-crow (*bang-i-khorūs*) to guide him. Further, the hour is generally expressed in terms of some daily changing time such as sunrise or sunset. There is, therefore, a certain amount of vagueness, and, as I have been unable to find the terms in common use collated in any of the popular grammars, I have attempted to give some of them here.

The Persian reckons the day from sunset, the one event in the twenty-four hours in point of time which he can easily fix. What therefore we would call "Thursday night" he would call "Friday night" (*shab-i-jumah*). At sunset he sets the hands of his watch at XII, or what he may call "*sar-i-dasteh*," *dasteh* being the word for a handle. Twelve hours later the hands point to the handle of his watch again and that hour, namely twelve hours after sunset, is frequently called "*dasteh*." The term is often used by a man who has a watch, in speaking of time. Hours are generally expressed in terms of their relation to sunset (*gorūb*), sunrise (*tolu-i-af-tab*) and midday (*zūhr*). Thus, when sunrise is at 7 a.m. and sunset at 5 p.m., 4 o'clock p.m., is said to be "one hour before sunset," and 2 o'clock p.m. is said to be "two hours after midday," but very often "three hours before sunset"; however, the general rule is to express the time in terms of the event (midday, sunset, midnight) which is nearest.

Other words used in giving the time are :—

Shab (night); *nisf-i-shab* (midnight); *subh* (morning); *sefeedi-i-subh* (dawn); *vakht-i-azan* literally "time of prayer," generally used with reference to the morning prayer which is said at dawn. *Sahar* is the name given to any part of the period between midnight and dawn; it is generally used for the hour or two before the dawn. *Asr* evening, the second half of the period between midday and sunset.

Going one round of the clock the hours according to European and Persian reckoning, and the corresponding Persian expressions in common use, would be something as follows :—

(Sunset at 5 p.m. Sunrise at 7 a.m.)

European reckoning		Persian reckoning		Persian expression
P.M.	5.0	...	XII.	<i>Gorüb.</i>
	9.0	...	IV.	<i>chehar saat az shab rafteh.</i>
Midnight,	12.0	...	VII.	<i>nisf-i-shab.</i>
A.M.	1.0	...	VIII.	<i>yek saat az nisf-i-shab (or hasht saat az shab) gozashteh.</i>
	5.0	...	XII.	<i>dasteh, or doh saat be subh mandeh, or do saat darim be aflat, or vakht-i-azan.</i>
	7.0	...	II.	<i>tolu (-i-aftab) or aflat zadeh.</i>
	8.0	...	III.	<i>yek saat az aflat bala amadeh.</i>
	10.0	...	V.	<i>do saat be zuhr mandeh.</i>
Midday,	12.0	...	VII.	<i>Zuhr.</i>
P.M.	1.0	...	VIII.	<i>yek saat az zuhr gozashteh.</i>
	3.0	...	X.	<i>do saat be gorüb mandeh.</i>

In giving an order, or speaking of a future event, the preposition *baad az* (after) is used instead of *gozashteh* or *rafteh*. Thus "Saddle my horse at 3 p.m." "*Aspra seh saat baad az zuhr zeen koon.*"

It will be seen that the Persian has a variety of ways of expressing the time, some of them not very definite. However, time is not of very great importance to him, and half an hour one way or the other does not make very much difference. Many Persians now understand the European method of reckoning time, but in giving an order or an invitation it is always well to use the appropriate Persian expression in addition.

WATER VESSELS.

Skins should never be used. Metal vessels should be used instead, whether they be buckets, *rawias* or water-carts.

Rawias may be made out of galvanized tin. Those described here are suitable for a mule; one is slung on each side of the animal by means of two short chains. Each is shaped like a fat cigarette case. The ends and

the sides are flat, the top and bottom curved. In the top is an opening through which the vessel is filled ; at one end near the bottom is fitted a tap, or a length of wide canvas piping which can be twisted on itself and hooked up while the vessel is being filled. The *rawia* is bound round near each end with a strong iron band, which has a loop on the top of the vessel. The chains mentioned above are hooked to these loops. A *rawia* with the following measurements holds about 15 gallons : Length, 28 in., depth, 22 in., width, 8 in.

CEMENT FLOORING.

The floors of the living rooms in Persian houses often wear very badly and give rise to much dust. The two recipes for good cement flooring given below have been found satisfactory.

First method, producing a brown polished floor.—Lime (*ahek*) 1 part ; gypsum (*gatch*) 2 parts. Both constituents must be carefully pulverized, sifted, and thoroughly mixed. They are then mixed with water to the consistency of whitewash or of cream, in quantities sufficient to lay about one square *zar* at a time. The floor is well swept and watered, and the cement poured on it and carefully laid (not less than 1 inch thick) by the mason, who must smooth the surface until set. It will set hard to walk on within two hours. While still damp, say within twenty-four hours after being laid, it should be painted over liberally with a paint brush, with a saturated solution of green vitriol (*zāg-i-sabz*, or *kat*) 1 part in 4 of water, which changes the colour of the cement from brown to green. When this has been absorbed, a second coat of the same may be applied. The vitriol will dissolve more readily in hot water and may be applied either hot or cold. When the floor is nearly dry it must be painted with raw linseed oil (*roghan-i-bazrak*). A second coat of oil will be required, and perhaps a third, if the second has been completely absorbed ; but the

third coat should be painted on so that the floor may be dry in reasonable time. Probably each coat of oil will take two or three days to dry. The floor is then finished.

Second method, producing a white floor.—Lime, 2 parts ; gypsum, 5 parts. Sift and mix well and plaster the floor in the same manner as above. When dry take 10 parts of glue (*sirishum*) and 1 part of syrup (*shireh*), mix well and rub over the plaster. When dry rub the floor well with emery paper (*sombadeh*, No. 3) until smooth. Then take 2 parts of turpentine and 1 of beeswax, melt the latter and mix with the former, and then pour over the floor. Rub with a cloth until smooth and dry.

A SIMPLE FORM OF "FIXED BATH."

In Persia, where there is no water system in the houses, it is somewhat expensive to make a fixed bath with its boiler and furnace, and as a consequence most people are content with an ordinary "tub." As a matter of fact, the pleasures of a "fixed" bath can be secured at a very small cost in the following way. I do not know the name of the system, but believe it to be in use in France. It consists of a bath of the ordinary fixed bath shape and size, and of a small stove with a water-jacket. This water-jacket is connected with the bath by two parallel short and wide pipes. The water-jacket should be fitted at the top with a safety valve, an ordinary tap does quite well. The bath is filled with water to above the level of the water-jacket, and the safety valve should be open while this is being done. The water-jacket naturally fills too. A fire of wood or coal is then lit in the stove. The water as it gets hot circulates from the bath through the jacket. A big hot bath may thus be got ready in three-quarters of an hour. In winter the stove warms the room. Both stove and bath can be made at Tehran and no doubt in any other large town. At Tehran galvanized tin is used and the whole outfit costs 10 or 12 *tomans*. This bath has a great advantage

over the built-in bath, in that it can be easily moved to another room or house.¹

TOP DRESSING FOR A LAWN TENNIS COURT.

The application of the top dressing, described below, to the ordinary "mud" court as made at Tehran and elsewhere, makes such a hard, smooth and true surface that I think it worth while to describe the method. The dressing is made by sifting fine black earth mixed with the siftings of chopped straw. The mixture is worked up into a semi-liquid state with water, spread on the court and well worked in. The dressing is inexpensive and, if the courts are regularly patched, has to be renewed only once a season. It is better, though a little more expensive, to put on another dressing whenever the court shows signs of wear.

MOTOR CARS IN PERSIA.

As a few motor cars and cycles have found their way into the country, and as their number seems likely to increase, the following information obtained from two experienced drivers and mechanics may be of use.

It has been said that there are very few made roads in Persia. Most of the roads are simply rough tracks worn by the traffic, which often cross steep mountain passes. In the summer they are deep in dust or sand, in the winter there is deep mud, but the roads on the plateau dry quickly. The roads in the neighbourhood of towns are generally execrable. Hills of 1 in 4 may be met with. Everywhere there are loose stones which cut tires badly. There are sudden dips and water-channels, and small sharply pitched bridges. In fact, to travel comfortably and save his car, the driver has to keep his eyes fixed on the road and go slowly. Fourteen miles an hour is

¹ Since writing the above I have had experience of one of Ewart's "Geysers," heated by a large "Primus" lamp, and have found it most satisfactory.

a good average ; thirty miles an hour can rarely be exceeded—even on the stretches of fine desert road which may be met with in any long journey.

The weight of the car should not exceed two tons (2,000 kilogrammes), including petrol, tools, &c.

The horse-power should be from 20-30.

The clearance of the chassis should be at least one foot (30 centimetres), but the higher the better. Axles and steering gear should be well off the ground.

As to tires, the walls, not the tread, suffer most. For heavy cars steel studded tires are best. Only the strongest and best makes should be brought. Two spare covers and four spare tubes should be carried on a long journey. India-rubber perishes quickly in Persia. It should either be kept in a damp atmosphere, or be protected from the air by keeping it covered with French chalk in a tin box, or it may be painted with equal parts of glycerine and varnish. The tires should be carefully watched during the hot part of the day. If pumped too hard at starting, the heat may cause them to burst.

A strong folding hood is absolutely necessary on account of the sun ; it should be made of canvas, not leather.

The radiator should be large and efficient.

The carburettor should have a spare nozzle larger than that used in Europe, on account of the altitude of the plateau.

For long journeys a chain drive is certainly preferable to a live axle. The chain case should fit very close and should be easily removable. It is necessary to have spare sprocket wheels in order to be able to lower the gear in mountainous country.

It is impossible to have springs that are too strong and too flexible. It is important to have spare back and front springs.

Shock absorbers are necessary.

The brakes should be extremely powerful, and it is important to have a sprag.

Long cars, that is to say, those with a wheel base of four yards and upwards, should be "half lock."

The body should be strong and of the best woodwork, not of metal. The best model for Persia is the tonneau—large and roomy. Closed models are out of the question.

A good silencer is necessary on account of the thousands of transport animals met with on Persian roads.

Two rails for crossing water-courses will sometimes be required.

Petrol can be obtained from Baku and from the firm of Nobel at Enzeli. There are small depots at Kazvin, Tabriz, and Tehran. The first quality is undoubtedly the better, though the second is good. Either is sold in four or two and a half *pood* tins. The No. 1 quality costs, delivered in Tehran, about 4s. a gallon. Owing to the difficulty in starting the engine in very cold weather, it is recommended that a hot air pipe be led from the exhaust to the induction pipe.

Paraffin oil (*naphthe*) is sold all over Persia. In case of need it may be made to eke out a too scanty supply of petrol. A mixture of three parts of paraffin to one part of petrol may be used. In order to do so it would be necessary to regulate the carburettor, that is to say, to make the float heavier. Starting would be difficult, especially in winter, without a bottle of petrol or ether.

Lubricating oil can be bought at Baku. "Gargoyle" (Mobiloil) is recommended. It costs 6s. 6d. a gallon at Baku. There are small depots at the above-mentioned towns.

There is a repair shop at Tehran.

Motor cars have been driven over the following roads: Enzeli-Tehran, Hamadan-Kazvin, Tehran-Shiraz, Kum-Sultanabad, Julfa-Tabriz, Seistan-Nushki. Speaking generally, where a carriage can go, a motor car can go also.

A chauffeur in Persia should not only be a good and careful driver, with plenty of *sang-froid*, but he must be a first-rate mechanic, able to repair his car with anything or nothing.

A car in Persia demands just the same care that it does in Europe, with extra attention to details. It is advisable to go thoroughly over every part on returning from a

journey. Points to which special attention should be paid are : Fouling of the radiator tubes with lime ; the steering gear, brakes, tires, and transmission ; the bolts of the springs.

It is as well to know that duty has to be paid on motor cars passing through Russia on their way to Persia. The rates are as follows :—

For cars seating four or more persons	...	587 francs.
" " less than four "	...	370 "
For chassis only	... ..	185 "

The tolls on the Enzeli-Tehran and Kazvin-Hamadan roads are very heavy, but *private owners* of cars can obtain very great reductions on applying to the management at Tehran.

PERSIAN HOLIDAYS.

The following is a list of the principal Persian festivals, religious or secular, when the bazaars and the majority of the government departments and foreign business houses are closed. As the Persian calendar does not correspond to the new style calendar, it is not possible to give the corresponding dates, except in the case of the Persian New Year's day and of the holiday which follows it thirteen days later. Both these days cease to be holidays should they fall in the months of Moharram, Safar, or Ramazan.

Id-i-No Rūz (New Year's Day)	... ..	1 Hammal = 21 March.
Seesdah-i-Id (13th day after Id-i-No Rūz)	... ..	13 Hammal = 2 April.
Vafat-i-Fatimah Zahra (Death of Fatimah)	... ..	13 Jamadi-ul-aval.
Anniversary of opening of Madjlis	... ..	14 Jamadi-us-sani.
Molūd-i-Fatimah Zahra (Birth of Fatimah)	... ..	20 Jamdi-us-sani.
Accession of Sultan Ahmed Shah (July 16, 1909)	...	3 Rajab.
Molūd-i-Amir ul Mamanin (Birth of the Imam Ali)	... ..	13 Rajab.
Yūm ul mab'as (Mohammed began his prophecy)	... ..	27 Rajab.
Molūd-i-Hasrat-i Imam Hussein (Birth of the Imam Hussein)	... ..	3 Sha'ban.
Molūd-i-Hasrat-i Hudjat (Birth of the 12th Imam Mehdi)	... ..	15 Sha'ban.
Birthday of Sultan Ahmed Shah (January 20, 1898)	... ..	27 Sha'ban.

Qatl Amir ul Mamanin (The Imam Ali killed)	21 Ramazan.
Id-i-Fitr (End of the Feast of Ramazan celebrated)	1 Shavval.
Id-i-Gurbān (Day of Sacrifice at Mecca during the <i>Haj</i>)	10 Zul Hejjeh.
Id-i-Ghadir (Ali raised to the Khalifat) ...	18 Zul Hejjeh.
Tasua (eve of Ashūra)	9 Moharram.
Ashūra or Rooz-i-Qatl (The Imam Hussein killed)	10 Moharram.
Arba'in (fortieth day after Ashūra)	20 Safar.
Qatl-i-Imam Hassan (The Imam Hassan killed)	28 Safar.
Vafāt-i-Payghambar (Death of the Prophet) ...)	
Molūd-i-Hasrat-i Payghambar (Birth of the Prophet)	17 Rabi-ul-aval.

CARPETS.

It is not wise to begin buying carpets or rugs before learning something about them, or, at any rate, without the help and advice of some experienced person. There are numerous and most ingenious pitfalls for the ignorant and even the elect are not rarely deceived. This warning applies more particularly to buying from native dealers, especially the Jewish *dalals*. Carpets may be bought from any of the European firms in Persia with the certainty of getting fair value for the money laid out. On first setting up house in Persia it is advisable to be content with *geleems*. They are woven, made of wool, and can be bought (especially old ones) in very pretty patterns and colours; they are very strong, and may be used for all sorts of purposes besides that of covering floors.

The main points about carpets or rugs of Persian manufacture are :—

(1) *Fineness*.—The finer the carpet, the more valuable it is. The fineness of a carpet can be judged by the size of the knots seen on examining the reverse side.

(2) *Place of origin*.—At present Turkoman, Kashan, and Kerman rugs fetch the highest prices, but there are various grades of fineness.

(3) *Dyes*.—The colours should be fast, that is to say, they should be vegetable, not aniline dyes. The latter fade; they can generally be told after a little experience;

they will "come off" if a white cloth damped with water or alcohol is rubbed on the carpet.

(4) *Irregularities in the Colouring and Patterns* are characteristic of Persian carpets.

(5) *Age*.—Roughly speaking, the older a good carpet is, the more valuable it is. Unfortunately there are numerous dodges for making a new carpet look old.

(6) *Condition of the Carpet*.—Holes, tears, the ravages of moths, stains, &c., naturally detract from the value of a carpet, except in the case, perhaps, of some very rare and old varieties.

(7) *Absence of Wrinkles*.—A good carpet should lie quite smooth and flat, but some good kinds, such as Shiraz and Kerman carpets, nearly always curl at the edges.

(8) *Materials*.—A silk rug is naturally very much more expensive than a woollen one.

(9) *Sheen*.—This adds to the beauty and, therefore, the value of a carpet. Unfortunately a temporary sheen can be given to one.

Finally, when bargaining for a carpet (or for anything else) no one gives, and no seller expects to get, the first price asked. The would-be purchaser must make up his mind what is the maximum he intends to give, and then offer a sum somewhat below it.

APPENDIX.

METEOROLOGICAL STATISTICS.

GIVEN a little knowledge of meteorological expressions and their meaning, there is no better way of learning at a distance what the climate of any given place is like, than by a study of weather observations made there. It was intended to give in this Appendix statistics from all the principal towns in Persia. Unfortunately it has been found impossible to do this, for in some towns no observations at all have been made, while in the case of others the information I have been able to obtain is very meagre, or covers only a very short period. These facts will, I hope, stimulate someone in each of the towns in question to take regular observations. They are particularly badly required for Tabriz, Resht, Hamadan and Shiraz, and it would be interesting to have some from Ahwaz, Dizful and Shuster in the south, and from Astarabad in the north. To the amateur meteorologist I would recommend the purchase of a small book published by the Royal Meteorological Society, and called "Hints to Meteorological Observers." It defines technical terms and gives advice about apparatus.

Fortunately, however, in the case of several important towns situated in widely separated parts of Persia, I am able to give very complete and accurate statistics. These have been kindly supplied to me by the Meteorological Survey Department of the Government of India, through the good offices of the Director of the Indo-European Telegraph Department at Tehran.

From the point of view of health the most important climatic conditions are those of temperature and moisture. The instruments required for observing them are : (1) A

maximum and minimum thermometer ; (2) a rain gauge ; (3) wet and dry bulb thermometers. In the statistics which follow special attention has been given to these conditions. Other data which it is important to know are the number of rainy days in each month, the hours of sunlight, and the amount and direction of the wind. However, on the plateau, the part of Persia of greatest interest to European residents, since the rainfall is so low, an entirely cloudy day is so rare, and since there is nearly always more or less breeze, these three points have not the same importance as they have in other countries.

General information about the climate of the different regions into which Persia may be divided has already been given on pages 4-7.

It may be useful to define here some of the terms used below.

Average and *mean* are interchangeable, but *average* is used for results extending over a long period, while *mean* is used for short periods, *e.g.*, a day, month, or year.

The *mean monthly maximum (minimum) temperature* is obtained by adding together the maximum (minimum) readings for each day in the month, and then dividing by the number of days in the month.

The *average monthly maximum (minimum) temperature* is obtained by adding together the mean maximum (minimum) temperatures for that month over a series of years, and dividing by the number of years.

The *relative humidity* is the ratio of the moisture actually present in the air to the amount required to produce saturation of the air.

The importance of the relative humidity lies in the fact that one of the ways by which the body regulates its temperature, and gets rid of waste products, is by perspiring, and that evaporation of perspiration from the skin takes place rapidly or slowly according as the air contains little or much moisture. On the Persian plateau, with its dry air, this fact is well recognized by the so-called "difficulty of getting a sweat." As a matter of fact perspiration goes on freely all the time, but the sweat

The following statistics have been kindly supplied by the Meteorological Survey Department of the Government of India :—

AVERAGE MAXIMUM TEMPERATURE.

Station	Jan.	Feb.	March	April	May	June	July	August	Sept.	October	Nov.	Dec.	Annual
*Tehran ¹ ...	43·6	50·9	58·6	71·4	82·8	94·3	98·9	97·5	90·7	76·6	62·8	51·3	73·3
Isfahan ² ...	47·3	53·9	60·7	72·0	82·4	93·8	97·8	95·9	89·8	77·3	63·3	51·8	73·8
Bushire ³ ...	64·4	65·5	72·4	81·2	89·1	91·8	95·3	96·9	94·0	87·6	77·9	68·5	82·1
Mohammerah ^a ...	57·9	66·7	73·3	81·9	92·8	99·7	101·6	102·3	98·9	91·5	79·1	66·8	84·4
Kerman ^b ...	53·9	61·0	64·9	76·5	89·5	100·8	99·2	98·4	91·6	85·0	73·1	57·2	79·3
Seistan ^c ...	—	68·7	73·2	81·1	95·7	100·9	104·8	98·0	87·4	84·6	68·7	57·9	83·7
Meshed ⁴ ...	43·6	46·8	56·1	68·2	78·3	87·5	90·9	88·4	80·9	70·0	62·3	50·0	68·6

AVERAGE MINIMUM TEMPERATURE.

Station	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Annual
*Tehran ¹ ...	26·1	32·1	38·6	48·1	57·4	66·3	71·0	71·0	63·2	52·0	42·6	33·5	50·2
Isfahan ² ...	23·8	28·7	36·5	45·8	53·6	62·2	66·4	63·2	55·9	45·9	36·6	28·7	45·6
Bushire ³ ...	51·4	52·9	59·0	67·1	75·6	80·6	84·3	83·9	79·2	71·3	62·3	55·2	68·6
Mohammerah ...	43·0	49·5	56·2	65·3	74·3	80·7	83·0	82·0	76·3	69·8	58·9	50·5	65·8
Kerman ...	26·0	29·3	36·3	45·8	53·3	63·1	62·1	58·1	48·6	41·5	32·7	29·5	43·9
Seistan ...	—	41·4	47·2	56·9	67·3	76·2	81·1	74·9	62·4	53·6	38·8	37·8	58·0
Meshed ⁴ ...	22·3	28·2	36·2	46·9	55·5	61·2	63·7	59·6	51·8	42·5	35·3	30·5	44·5

¹ Derived from data of 17 years.

^a Mean of 2 years.
^b " " 4 " "
^c " " 1 year.

* At Tehran for the years 1902-1912 (1905 excluded): (1) The average maximum temperature was 104·6°; (2) the average minimum temperature was 14·7°; (3) the highest temperature registered was 109°; (4) the lowest temperature registered was - 6°.

AVERAGE 8 A.M. RELATIVE HUMIDITY.

Station	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Annual
Tehran ¹ ...	72	67	65	57	47	42	41	40	41	48	61	70	54
Isfahan ² ...	78	76	70	61	61	52	52	51	52	58	72	79	63
Bushire ³ ...	78	76	69	61	60	62	64	67	63	62	67	74	67
Kerman ^a ...	64	55	60	51	35	26	31	34	45	49	53	69	48
Meshed ⁴ ...	83	83	78	68	60	49	46	47	50	62	73	77	65

¹ Derived from data of 17 years.

² " " " 18 "

³ " " " 33 "

⁴ " " " 14 "

^a Mean of 4 years.

AVERAGE RAINFALL IN INCHES.

Station	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
Tehran ¹ ...	1.69	1.04	1.93	1.13	0.45	0.08	0.22	0.05	0.08	0.03	1.05	1.28	9.30
Isfahan ² ...	0.67	0.40	1.13	0.53	0.25	0.01	0.03	0.01	0.03	0.17	0.72	0.79	4.74
Bushire ³ ...	2.68	2.06	0.91	0.48	0.02	0.00	0.00	0.01	0.00	0.10	1.56	3.25	11.07
Mohammerah ^a ...	2.24	0.37	1.98	0.54	0.16	0.00	0.00	0.00	0.00	0.10	1.20	2.63	9.22
Kerman ^b ...	0.63	0.54	0.50	0.61	0.17	0.00	0.00	0.01	0.00	0.01	0.44	1.78	4.69
Seistan ^c ...	—	0.16	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	1.92
Meshed ⁴ ...	0.76	0.95	2.32	1.75	1.39	0.33	0.07	0.03	0.02	0.39	0.58	0.78	9.37

¹ Derived from data of 15 years.

² " " " 17 "

³ " " " 32 "

⁴ " " " 17 "

^a Mean of 3 years.

^b " "

^c " "

¹ year.

evaporates as quickly as it is excreted. In the Gulf or the Caspian provinces on the other hand, where there is much moisture in the air, the phenomena of perspiration are only too obvious and are accompanied by sensations of closeness and oppression.¹

KERMANSHAH.

The following table has been compiled from statistics kindly sent to me by H.M. Consul. They are the result of observations taken over a period of five years (1908-1912) :—

	Average maximum temperature		Average minimum temperature		Rainfall, inches		Relative humidity at 8 a.m.
January	... 40·6	...	22·3	...	1·52	...	53
February	... 45·7	...	26·2	...	1·89	...	68
March	... 52·8	...	34·6	...	3·83	...	71
April	... 62·6	...	40·6	...	3·83	...	59
May	... 75·7	...	47·5	...	0·91	...	51
June	... 88·6	...	53·7	...	0·18	...	45
July	... 94·6	...	63·4	...	—	...	35
August	... 96·5	...	61·7	...	—	...	35
September	... 88·4	...	53·8	...	—	...	33
October	... 69·6	...	46·5	...	0·36	...	46
November	... 60·5	...	36·4	...	1·74	...	67
December	... 45·3	...	28·1	...	2·50	...	79
Annual	... 68·4	...	42·9	...	16·76	...	53

For the five years :—

(1) The highest temperature recorded was 106·4°.

(2) „ lowest „ „ „ -9·0°.

YEZD.

The following statistics have been kindly sent to me by Mr. E. J. Blackman :—

AVERAGE TEMPERATURE							
At 6 a.m.				At 2 p.m.			
Dry bulb		Wet bulb		Dry bulb		Wet bulb	
1912							
April	... 52·6	...	47·6	...	74·53	...	63·83
May	... 63·71	...	58·51	...	89·29	...	77·31
June	... 75·53	...	67·6	...	97·43	...	85·7
July	... 75·55	...	62·55	...	100·74	...	73·48

¹ All the temperatures given in this Appendix are in degrees Fahrenheit.

		AVERAGE TEMPERATURE							
		At 6 a.m.				At 2 p.m.			
		Dry bulb		Wet bulb		Dry bulb		Wet bulb	
1912									
August	...	68·58	...	53·16	...	97·58	...	68·39	
September	...	56·66	...	44·77	...	86·6	...	61·83	
October	...	51·00	...	42·68	...	78·73	...	60·13	
November	...	36·46	...	29·13	...	65·7	...	50·8	
December	...	30·42	...	27·00	...	53·22	...	43·9	
1913									
January	...	29·87	...	26·64	...	51·35	...	43·55	
February	...	31·36	...	26·86	...	55·93	...	43·53	
March	...	38·90	...	35·55	...	59·45	...	47·09	

Highest temperature recorded at 2 p.m., 106° on July 1.

Lowest " " 2 p.m., 38° on January 18.

Highest " " 6 a.m., 85° on July 2.

Lowest " " 6 a.m., 20° on December 27.

TABRIZ.

I have been unable to obtain detailed meteorological statistics from this, the most northerly city in Persia, and the largest and most important next to Tehran. From its situation and its altitude (4,400 ft.) it will be evident that its climate is cooler than that of most other large towns on the plateau. Indeed, the winter is severe and much snow falls. Extremes of temperature occur as elsewhere on the plateau; the maximum summer temperature is 100° F. and is reached early in August. In the same month the thermometer may fall as low as 60° F. January is the coldest month and the thermometer may fall to 6° below zero Fahrenheit. For this month in the year 1911 the mean maximum temperature was 21° F., and the mean minimum was 12° F.; it was, however, an exceptionally cold winter.

The rainfall, measured for one year only, was 9½ in.

The above figures have been kindly given to me by the American Mission at Tabriz, and by the Indo-European Telegraph Company.

RESHT.

Detailed statistics from Resht are unobtainable. This is all the more unfortunate as the weather conditions of the Caspian provinces are totally different from those of the whole of the rest of Persia. Some general remarks as to the climate of this town will be found on page 38. By the kindness of the Rev. H. C. Schuler, I am able to add the following information for the year 1904 :—

Average maximum temperature.

June	...	...	...	...	82
July	...	...	...	...	84
August	...	...	...	...	84·5
September	...	...	...	...	80·5

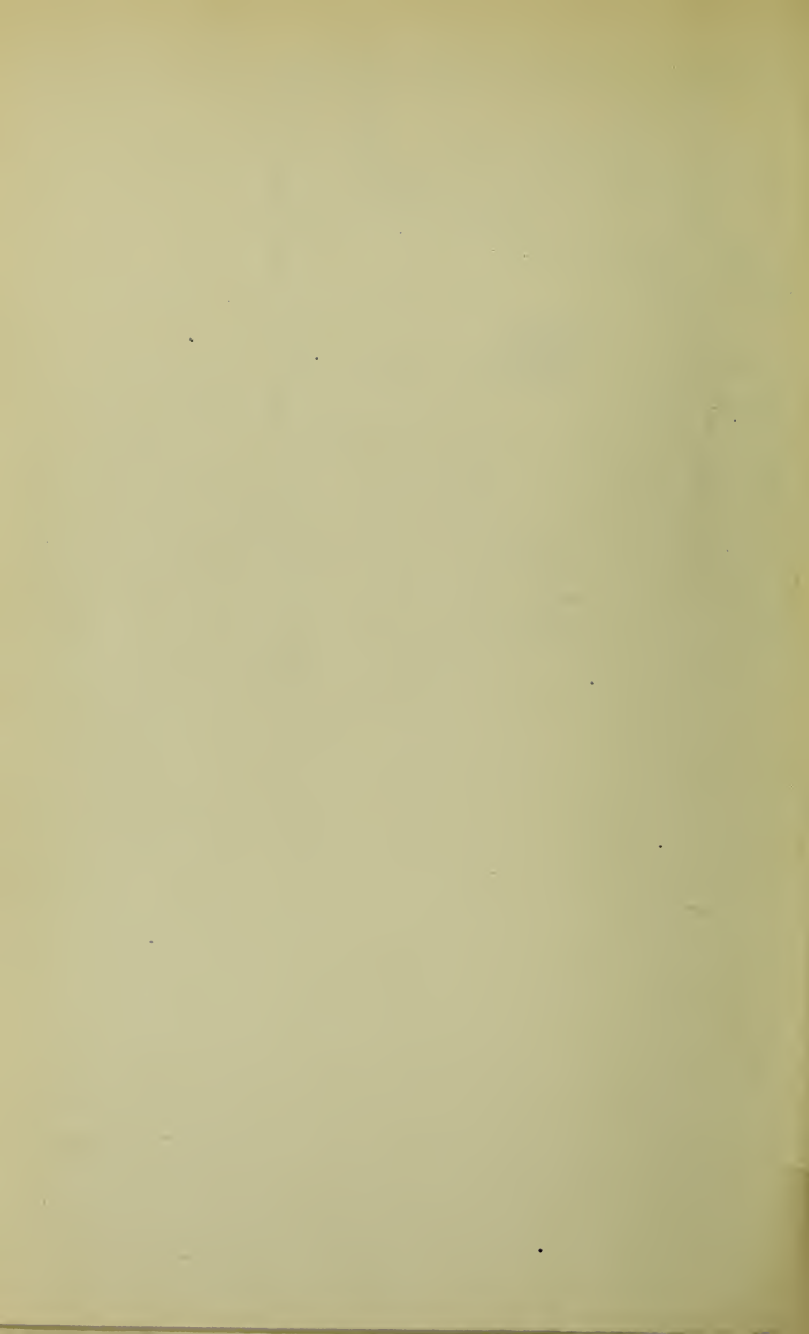
The highest temperature recorded was 90° on July 12 and 31.

The rainfall for the year 1895 was as follows :—

	In.
January	4·01
February	0·32
March	7·62
April	6·82
May	0·64
June	0·66
July	1·51
August	7·10
September	4·86
October	12·01
November	7·76
December	2·61

Total 55·92

There is always more or less snow in winter. In that of 1912-13 there was one fall of 6 ft. This is very exceptional, the usual amount not exceeding a few inches.



HAMADAN.

I have quite failed to obtain statistics from this town. As with other parts of the plateau, extremes of temperature are met with, but it is situated at a greater altitude (6,000 ft.) than any other town in Persia, and this fact gives the key to the particular nature of its climate. The summer is exceedingly pleasant, as I can testify from personal experience, and is cooler than many of the other large towns. The winter is generally long and severe, with heavy falls of snow. There is a great deal of verdure and running water around the town. From the point of view of climate Hamadan is one of the most pleasant places in Persia, at any rate for those who have residences outside the town, and who do not mind the cold winter.



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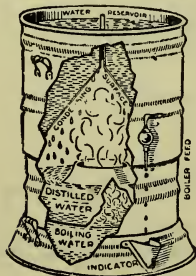
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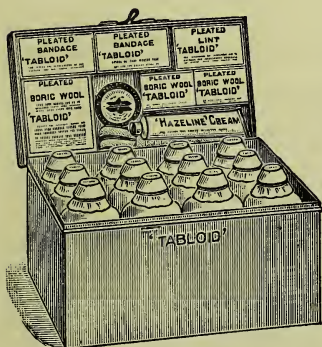
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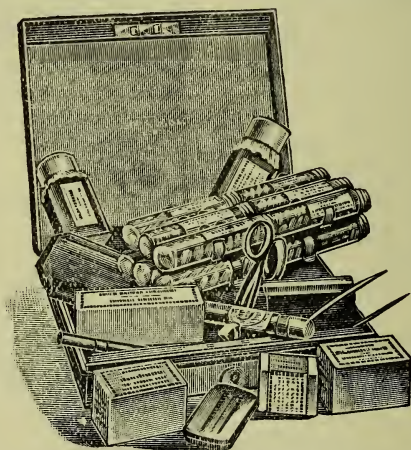
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